

ORDINANCE NO. 24-1754

AN ORDINANCE OF THE CITY OF NORWALK ADOPTING ZONING TEXT AMENDMENT NO. 2022-02 (2024-04) ESTABLISHING SPECIFIC PLAN AREA NO. 17, THE “NORWALK TRANSIT VILLAGE SPECIFIC PLAN”

WHEREAS, the City has received Zoning Text Amendment No. 2022-02 (2024-04), a request from The City (Applicant) to establish Specific Plan Area No. 17, the “Norwalk Transit Village Specific Plan,” at 13200 Bloomfield Avenue (Subject Parcel); also known as Assessor’s Parcel Number (APN) 8045-008-902; and

WHEREAS, General Plan Amendment No. 2022-01 (2024-01), Zone Change No. 2022-01 (2024-02), and Environmental Impact Report (EIR) SCH No. 2022070103 were received in conjunction with this request; and

WHEREAS, once the City adopts its general plan, it may prepare specific plans for the systematic implementation of the general plan for all or a part of the area covered by the general plan pursuant to Government Code Section 65450; and

WHEREAS, pursuant to Government Code Section 65454, a specific plan must be consistent with the City’s general plan; and

WHEREAS, Specific Plan Area No. 17, the “Norwalk Transit Village Specific Plan,” would allow for the redevelopment of the former California Youth Authority site as vibrant and interactive mixed-uses and open spaces; and

WHEREAS, Zoning Text Amendment No. 2022-02 (2024-04) establishing Specific Plan Area No. 17, the “Norwalk Transit Village Specific Plan,” is consistent with the goals and policies in the City’s General Plan; and

WHEREAS, Section 17.02.260.C of the Norwalk Municipal Code (“NMC”) requires the Planning Commission to hold a public hearing upon the initiation of a Zoning Text Amendment; and

WHEREAS, Section 17.02.105 of the NMC requires a recommendation of approval by the Planning Commission to City Council on Zoning Text Amendment No. 2022-02 (2024-04); and

WHEREAS, on July 10, 2024, the Planning Commission held a duly noticed public hearing and voted to recommend that the City Council approve Zoning Text Amendment 2022-02 (2024-04); and

WHEREAS, the project requires an Environmental Impact Report (EIR) to be certified and a Statement of Overriding Considerations and Findings of Fact be adopted

for significant and unavoidable impacts pursuant to the California Environmental Quality Act (CEQA); and

WHEREAS, the EIR for the proposed Project, including Zoning Text Amendment No. 2022-02 (2024-04), was certified by the City of Norwalk City Council on November 19, 2024 through City Council Resolution No. 24-58; and

WHEREAS, on October 15, November 6, and November 19, 2024, the City Council held a duly noticed public hearing on this ordinance and considered all oral and documentary evidence presented thereto.

THE CITY COUNCIL OF THE CITY OF NORWALK DOES ORDAIN AS FOLLOWS:

Section 1. The foregoing recitals are true and correct and are hereby incorporated as substantive findings in this Ordinance.

Section 2. The City Council certified the EIR on November 19, 2024 through City Council Resolution No. 24-58.

Section 3. The proposed Zoning Text Amendment No. 2022-02 (2024-04) establishing Specific Plan Area No. 17, the “Norwalk Transit Village Specific Plan” is in compliance with the NMC and the Norwalk General Plan, in conjunction with the recommended General Plan Land Use designation of Specific Plan Area No. 17. It is consistent with the goals and objectives of the General Plan as it will provide housing opportunities, including affordable housing, allow for the development of a variety of uses including, residential, commercial, hospitality, and open space, and promote transit ridership and multimodal opportunities.

Section 4. **Specific Plan.** Once the City adopts its general plan, it may prepare specific plans for the systematic implementation of the general plan for all or a part of the area covered by the general plan. (Government Code Section 65450). In order for a specific plan to be adopted, it must be consistent with the City’s general plan. (Government Code Section 65454). As such, the City Council hereby adopts Zoning Text Amendment No. 2022-02 (2024-04) establishing Specific Plan Area No. 17, the “Norwalk Transit Village Specific Plan,” based on the following findings of fact:

A. Specific Plan Area No. 17, the “Norwalk Transit Village Specific Plan,” is consistent with the City’s General Plan goals, objectives, and objectives set forth in Section 1.5 of Specific Plan Area No. 17.

B. Specific Plan Area No. 17, the “Norwalk Transit Village Specific Plan,” is compatible with present and future development of the property within the immediate vicinity because the project is surrounded by a mix of residential, commercial, and institutional uses.

C. Specific Plan Area No. 17, the “Norwalk Transit Village Specific Plan,” will not be detrimental to the public health, safety, and welfare or adversely affect property values or the present and future development of surrounding areas. Development of the subject site will be compatible with surrounding residential and commercial uses.

D. The permitted uses and development standards adopted as part of the Specific Plan would not be detrimental to present and potential surrounding uses but would have a beneficial effect which could not have been achieved under pre- existing zoning.

E. The streets and thoroughfares are adequate in size to accommodate the traffic volume generated by Specific Plan Area No. 17, the “Norwalk Transit Village Specific Plan,” which is served by major roadways, including Interstate 605, and Interstate 5. Local access to the Project is provided by Imperial Highway, and Bloomfield Avenue, which are adjacent to the Project.

F. The existing or proposed utility services and facilities are adequate for the proposed population densities and residential uses under Specific Plan Area No. 17, the “Norwalk Transit Village Specific Plan,” because the on-site improvements include public and private facilities and utilities. In addition, “will-serve” letters have been received from the utility companies.

G. Based on proposed development standards contained in Specific Plan Area No. 17, the “Norwalk Transit Village Specific Plan,” buildings and structures are to be situated in a manner that minimizes impact on existing uses.

H. Specific Plan Area No. 17, the “Norwalk Transit Village Specific Plan,” is in compliance with the NMC and the Norwalk General Plan, in conjunction with the recommended General Plan Land Use designation of Specific Plan. It is consistent with the goals and objectives of the General Plan as it will allow for the development of a variety of uses, including residential, commercial, hospitality, and open space, and promote transit ridership and multimodal opportunities.

Section 5. The City Council of the City of Norwalk, State of California hereby adopts Zoning Text Amendment No. 2022-02 (2024-04) as indicated in Exhibit “A” .

Section 6. Severability. If any section, clause or phrase of this Ordinance is for any reason held to be unconstitutional, or otherwise invalid, such decision shall not affect the validity of the remaining sections of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, sentence, clause and phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases may be declared unconstitutional.

Section 7. Certification. The City Clerk shall certify to the passage of this Ordinance and shall cause this Ordinance to be published or posted as required by law.

PASSED, APPROVED, AND ADOPTED this 21st day of January 2025.

**TONY AYALA
MAYOR**

ATTEST:

**THERESA DEVOY, CMC
CITY CLERK**

An aerial architectural rendering of the Norwalk Transit Village. The image shows a mix of new and existing buildings. In the foreground and middle ground, there are several multi-story residential or commercial buildings with modern designs, some featuring solar panels on their roofs. These are interspersed with older, lower-rise houses. A central area appears to be a transit hub or a public square with a large, flat-roofed structure. The surrounding area is filled with trees and greenery, suggesting a planned urban environment. The background shows a vast expanse of the city of Norwalk, with numerous houses and commercial buildings stretching towards the horizon under a clear sky.

Norwalk Transit Village Specific Plan

City of Norwalk, California
July, 2024

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1. INTRODUCTION

1.1 OVERVIEW

The City of Norwalk has the unique opportunity to rehabilitate a blighted state property located on Bloomfield Avenue, by transforming it with new homes, community-enhancing activation and recreational areas for the entire city to enjoy—a Transit Village for Norwalk. The Norwalk Transit Village Specific Plan (NTVSP) will guide the development of a mixed-use transit-oriented development (TOD) with a mix of commercial, multi-family residential and park land uses. The proposed NTVSP Transit-oriented development is a compact, walkable, high-density mixed-use residential and commercial area located within one-quarter mile of the Norwalk/Santa Fe Springs Metrolink Station transit station. The NTVSP proposes features to encourage transit use throughout the day such as a mix of community serving land uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. The NTVSP includes land use types such as residential, restaurant, hotel, retail and ground-floor active commercial/quasi-public spaces and will prioritize transit access.

1.2 LOCATION AND SURROUNDING USES

The proposed Mixed-Use Transit-Oriented Development (TOD) (project) site is located at 13200 Bloomfield Avenue, in the City of Norwalk. The City of Norwalk (City) is within the southeastern portion of Los Angeles County; refer to Figure 1.1, Regional Location. Surrounding cities include the City of Santa Fe Springs to the north, the City of La Mirada to the east, the City of Cerritos to the south, and the City of Downey to the west.

Locally, the site is situated within a predominantly residential area, with a townhome community to the north, a neighborhood park (Zimmerman Park) to the east, single-family residential units, a senior residential community and a hospital (Norwalk Community Hospital) to the south, and single-family residential units to the west, across Bloomfield Avenue; refer to Figure 1.2, Vicinity Map. The Specific Plan area includes a single property project site (Assessor's Parcel Number [APN] 8045-008-902) that is currently owned by the California Department of General Services. Regional access to the site is provided via the Interstate 5 Freeway (I-5). Local access is provided via Imperial Highway, which is north of the Specific Plan Area, and Bloomfield Avenue, which bounds the Specific Plan area to the west. Transit access is available for the NTVSP area via the Norwalk/Santa Fe Springs Metrolink Station, located approximately 0.25 miles north of the Specific Plan area. Also, the Union Pacific Railroad is located to the east of the Specific Plan area, east of Zimmerman Park.

1.3 EXISTING CONDITIONS

The existing site is currently developed with approximately 35 to 40 structures and is currently being utilized by the California Department of State Hospitals as a temporary hospital facility. The 32.3-acre property was

originally utilized as a facility for the California Division of Juvenile Justice (formerly known as the California Youth Authority). While the majority of the on-site structures are utilized for institutional purposes, there are also three single-family residential structures on-site. The existing site includes multiple unpaved vacant areas, two open space fields, and a track and field area. The site is accessed via two on-site driveways at Bloomfield Avenue. One driveway (southerly) serves as the main entrance to the facility and leads to a vehicular roundabout and two surface parking areas. The second driveway serves as secondary access for emergency vehicles. On-site ornamental landscaping includes ornamental trees and shrubs that occur in patches throughout the site and along the western perimeter sidewalk.

1.4 PROJECT BACKGROUND AND HISTORY

The Specific Plan area was originally developed in 1943 as an all-male youth correctional facility operated by the California Youth Authority (CYA). The CYA (now known as the California Division of



Juvenile Justice [DJJ]) is a division of the California Department of Corrections and Rehabilitation that provides education and trauma informed treatment to California's youthful offenders up to the age of 25 who have the most serious criminal backgrounds and most critical treatment needs. As such, the Norwalk CYA facility provided academic and vocational education, medical care, and treatment programs, as well as substance abuse and mental health needs to inmates. In 2011, the CYA facility operations ceased and the property remained vacant until 2019, at which time the facility was temporarily utilized by the Department of State Hospitals (DSH) during to the

Coronavirus Disease (COVID-19) pandemic.

The existing facilities were used by the DSH as a temporary satellite mental hospital facility to mitigate the effects of "surge space" at local state hospitals until early 2022. The facility housed primarily COVID-negative mental forensic inmates, however all inmates



have been moved out of the facility. The DSH has an agreement with the Department of General Services (DGS), who currently owns the property, to use the facility on an as-needed basis.

Existing law authorizes the Director of the State General Services Department to sell or lease certain property, known as the Southern Youth Correctional Reception Center and Clinic, to the County of Los Angeles by January 1, 2015, at market value upon terms and conditions and subject to reservations and exceptions the director determines are in the best interests of the state, and, after January 1, 2015, authorizes the director to sell the property to any other party at market value through a competitive bid process.

AB 518, which was enacted in 2020 and effective January 1, 2021, amended Government Code Section 11011.28 and authorizes the Director, until January 1, 2025, to sell the property to the City of Norwalk at fair market value upon terms and conditions the director determines are in the best interests of the state. The bill authorizes the director, notwithstanding those provisions, to sell the property below fair market value for purposes of providing housing to persons and families of low or moderate income. The bill, after January 1, 2025, authorizes the director to dispose of the property in accordance with specified procedures and priorities otherwise applicable to the disposal of surplus property by the department.

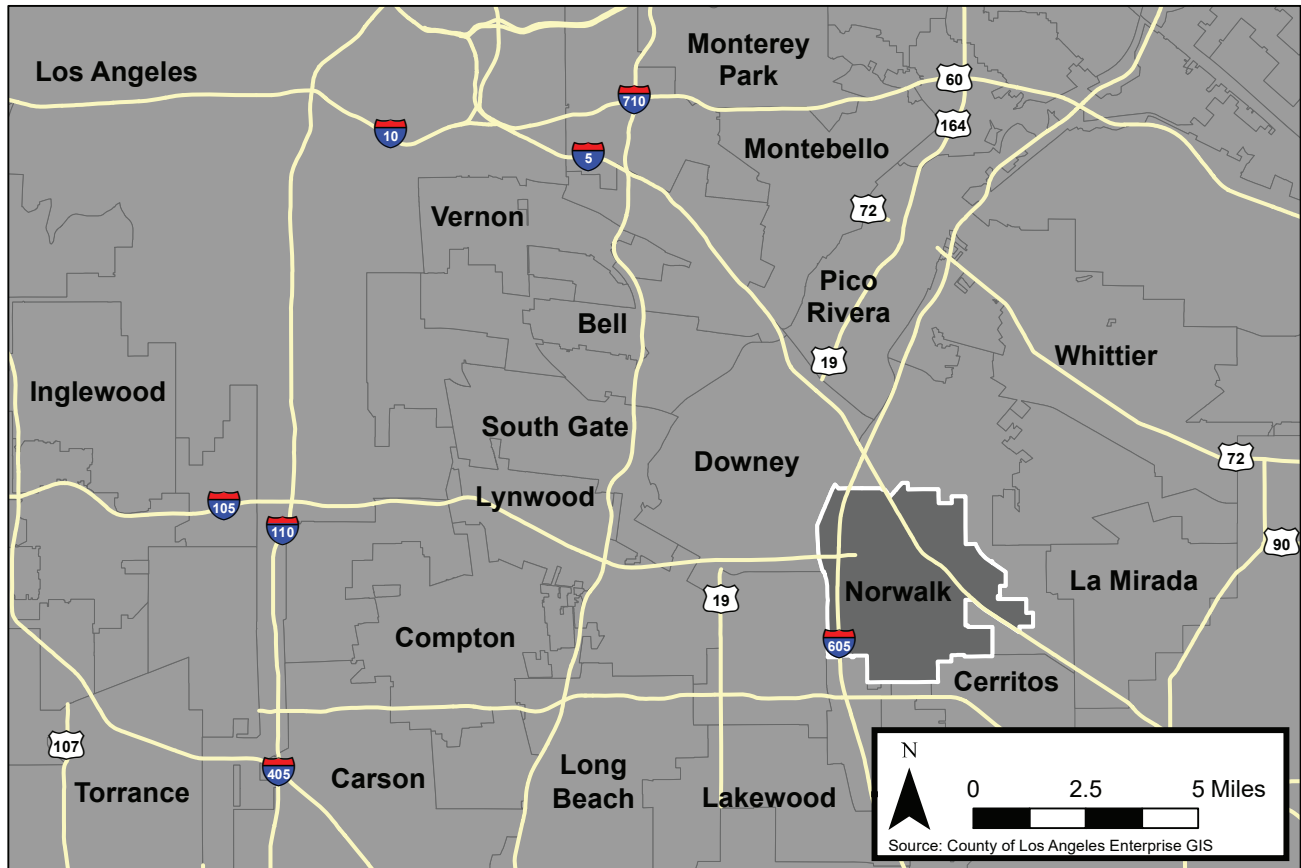


Figure 1-1 Regional Location



Figure 1-2 Vicinity Map

The bill exempts the sale of the property from the California Environmental Quality Act. Implementation of the NTVSP includes the development of at least 40 percent of the total residential units provided as affordable units and would comply with the State's Surplus Land Act requirements.



California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457, allows cities and counties to prepare Specific Plans to develop policies, programs, regulations, and guidelines to implement the jurisdiction's adopted General Plan.

As prescribed by law, a Specific Plan includes text and diagrams that generally describe the following:

- The distribution, location, and extent of all land uses.
- The standards and criteria by which new development will proceed.
- The proposed distribution, location, extent, and intensity of major components of public infrastructure, such as transportation and utility systems.
- A program of implementation measures, such as financing measures, policies, regulations, and public works projects.

1.5 SPECIFIC PLAN OBJECTIVES

The Norwalk Transit Village is a mixed-use project intended to achieve the following objectives:

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

1.6 PURPOSE AND AUTHORITY OF THE SPECIFIC PLAN

A Specific Plan is a regulatory tool that local governments use to guide development in a focused area or site within the community. While the General Plan is the primary guide for growth and development citywide, a Specific Plan can focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area.

The Norwalk Transit Village Specific Plan ("NTVSP") will be adopted by ordinance and establish the necessary plans, development standards, regulations, infrastructure requirements, and implementation programs on which subsequent project-related development activities within the Plan area are to be founded.

The NTVSP provides applicants, City staff, the public, and City decision makers with information on the project and how the Plan area is consistent with the City of Norwalk General Municipal Code. The NTVSP is a regulatory document prepared pursuant to the provisions of California Government Code sections 65450 through 65457. It is intended that local public works projects, design review plans, site plans, permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

1.7 RELATIONSHIP TO OTHER LAND USE REGULATIONS

The property is subject to several regulatory and policy documents, including the Norwalk General Plan, Zoning Code, and Climate Action Plan (CAP). The approval of the Norwalk Transit Village Specific Plan would require amendment of the City's General Plan and zoning designations to allow the development of the proposed mixed-use development.

1.7.1 General Plan

The City of Norwalk General Plan establishes the

overall vision for growth and development in the community. The General Plan Land Use Element establishes clear and logical patterns of land use and standards for new development. A key feature of the Land Use Element is the Land Use Policy Map, which shows the location, density, and intensity of development for all land uses citywide. The Land Use Map and the General Plan goals and policies guide future growth and development in Norwalk.

State law requires that any Specific Plan be consistent with the City's General Plan. The Norwalk General Plan Land Use Element is amended concurrent with adoption of the NTVSP to ensure consistency between the two documents. The General Plan amendment will change the land use designation of the Specific Plan area on the General Plan Land Use Map from "Institutional" to "Specific Plan."

The Site is designed as an Opportunity Site within the General Plan for its potential to be redeveloped as a new mixed-use community. The proposed "Specific Plan" General Plan land use designation would allow for both commercial and higher-density residential development. The land use designation is intended to provide for multiple dwelling units, including affordable housing, and a range of commercial uses, including retail, offices, and private community gathering facilities within the Specific Plan area. Residential densities between 20 to 85 du/ac are allowed within the Specific Plan area, with an overall maximum of 770 residential dwelling units. This land use category will be implemented with a General Plan Amendment for the Specific Plan zone.



1.7.2 Zoning

A corresponding amendment to the City's Zoning Map will be processed to change the Site's zoning from Institutional to "Norwalk Transit Village Specific Plan."

Title 17 of the Norwalk Municipal Code is the Zoning Ordinance, which is the regulatory tool to implement the land use goals, policies, and actions established by the General Plan. The Zoning Ordinance identifies specific zoning districts in the city and provides development standards and regulations that apply to each district.

The Norwalk Zoning Code and Map is also amended by ordinance concurrent with adoption of the Specific Plan to ensure complete consistency with the General Plan. A new NTVSP zoning designation (Specific Plan No. 17) will replace the site's existing zoning. The contents of this Specific Plan will be adopted by ordinance and will replace the existing zoning standards, except for the existing zoning that is incorporated by reference.

Where the City's Zoning Ordinance's regulations, development standards, design guidelines, and/or definitions are inconsistent with this Specific Plan, the Specific Plan standards, regulations, and guidelines shall supersede. However, any issue not specifically addressed in the NTVSP shall be subject to the existing standards and regulations of the Zoning Ordinance.

1.8 ENVIRONMENTAL REVIEW

An environmental impact report (EIR) has been prepared in accordance with the provisions of the California Environmental Quality Act to address the potential environmental effects of the NTVSP and will impose mitigation measures to reduce potential impacts resulting from project implementation.



(SCH#2022070103). Any mitigations identified in the EIR will be identified in the Mitigation Monitoring and Reporting Program (MMRP) adopted with the EIR and are incorporated into this document by reference.

1.9 THE PLANNING PROCESS

The City of Norwalk conducted a robust public engagement effort to include members of the public in the planning process. A series of Community Meetings, focused stakeholder meetings, and taskforce meetings were held during the entitlement process. In addition, the City conducted online surveys to solicit community feedback which was incorporated into the plan.

1.10 SPECIFIC PLAN ORGANIZATION

Section 1 – Introduction

This section explains the purpose of the Specific Plan; local and regional context and setting; background; planning process and entitlements; purpose and objectives; authority to prepare; relationship to existing plans and policies; and organization of the Specific Plan.

Section 2 – Land Use and Development Standards

This section describes the existing and proposed Land use and Zoning designations. Permitted uses, development standards, as well as landscape and lighting standards are also established.

Section 3 – Circulation and Mobility

This section describes various roadway types that support multiple modes of transportation and the overall circulation of the site. Standards for the roadways and streetscapes are established within this section.

Section 4 – Infrastructure and Public Services

This section describes infrastructure improvements such as utilities, drainage and public services, as necessary to accommodate the Specific Plan area.

Section 5 – Administration and Implementation

This section discusses the development review procedures by the City of Norwalk and other relevant permitting agencies, applicable to the Specific Plan area. Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, substantial conformance, and

phasing are outlined in this chapter. Additionally, financing sources and maintenance responsibilities are identified.

1.11 ECO DISTRICT VISION

The Norwalk Transit Village is envisioned to be an Eco District—meaning that it is sustainable, resilient, and livable.

An Eco District is typically characterized by a range of sustainability features, which may include energy and water efficiency features, green spaces, active transportation options, and waste reduction strategies. Eco Districts aim to promote a holistic approach to urban development that considers environmental, social, and economic factors and seeks to create communities that are resilient, livable, and sustainable for future generations.

Key to the Eco District's success is that owners, residents, and stakeholders collaboratively choose and implement goals viewed as most relevant to their community.

II. Goals

The following are the overarching programmatic goals of the Eco District.



1. Encourage active transportation options and reduce car dependency
2. Reduce water usage with the use of drought-tolerant local landscape
3. Implement sustainable design principles
4. Promote energy efficiency and on site renewable energy
5. Foster community engagement
6. Develop Eco District Guidelines

1.11.1 Key Strategies

The following are the key strategies for achieving the goals of the Eco District.

- Provide safe, accessible, and attractive walking, biking, and transit options
- Incorporate green roofs, rain gardens, permeable pavements, and other low-impact design strategies
- Use drought-tolerant landscaping and low-flow plumbing fixtures
- Implement energy-efficient building design, renewable energy systems, and smart building technology
- Foster community involvement through education and engagement initiatives
- Develop Eco District Guidelines

1.11.2 Implementation:

The following are the responsibilities of the key stakeholders in implementing the eco district protocol. A set of Eco District Guidelines must be developed within one year of the first residential occupancy permit. The Eco District Guidelines must remain active for a minimum of five years:

- City of Norwalk: The city will provide support and resources to the development team, engage with the community, draft the Eco District Guidelines in consultation with the Developer and monitor compliance with relevant laws and regulations.
- Developer: The developer will be responsible for incorporating applicable sustainable principles into their development designs where feasible, promoting active transportation, reducing water usage, and promoting energy efficiency.
- Existing neighbors: Existing neighbors will be encouraged to participate in sustainability initiatives, educate themselves about eco-friendly practices, and support the development of the eco district.
- New residents: New residents will be encouraged

to adopt sustainable practices, participate in community engagement initiatives, and support the development of the eco district.

1.11.3 Review and Monitoring:

The Eco District Guidelines will be reviewed by the City of Norwalk and updated yearly for a minimum of five years to ensure the guidelines remain effective in achieving the goals of the Eco District. The city with input from the stakeholders (Developer, existing neighbors, and new residents) will be responsible for monitoring the implementation of the program and report challenges or opportunities for improvement.

Implementation of the Eco District Guidelines will allow the city, developer, existing neighbors, and new residents opportunities to work together to create a sustainable, livable and resilient Eco District.

Consider the following steps:

Develop Eco District Guidelines: Eco District Guidelines will provide a comprehensive framework that outlines goals, strategies and recommended actions to achieve sustainable and livable communities. This plan should serve as a useful reference tool and may be integrated into the overall development plan and updated periodically to reflect changes in technology and market conditions.

Include a set of an Eco District Energy Guidelines: Eco District Energy Guidelines may be developed to outline recommended cost-effective energy-related goals, strategies, and actions for the development. These recommendations may include cost effective ways to reduce greenhouse gas emissions, increase energy efficiency, and integrate renewable energy sources.

Implement sustainable cost effective design principles and low-impact design strategies to reduce the urban heat island effect and improve water management.

Encourage active transportation: By providing safe, accessible and attractive walking, biking and transit options, to reduce car dependency and use and encourage a healthy, active lifestyle.

Reduce water usage: Incorporate drought-tolerant landscaping, low-flow plumbing fixtures, and other water-saving measures to reduce potable water use.

Promote energy efficiency: Implement energy-efficient building design, renewable energy systems, and smart building technology to reduce energy consumption and carbon emissions.

Foster community engagement: Create opportunities for residents and businesses to become involved and educated in sustainability and eco-friendly practices.

2. LAND USE AND DEVELOPMENT STANDARDS

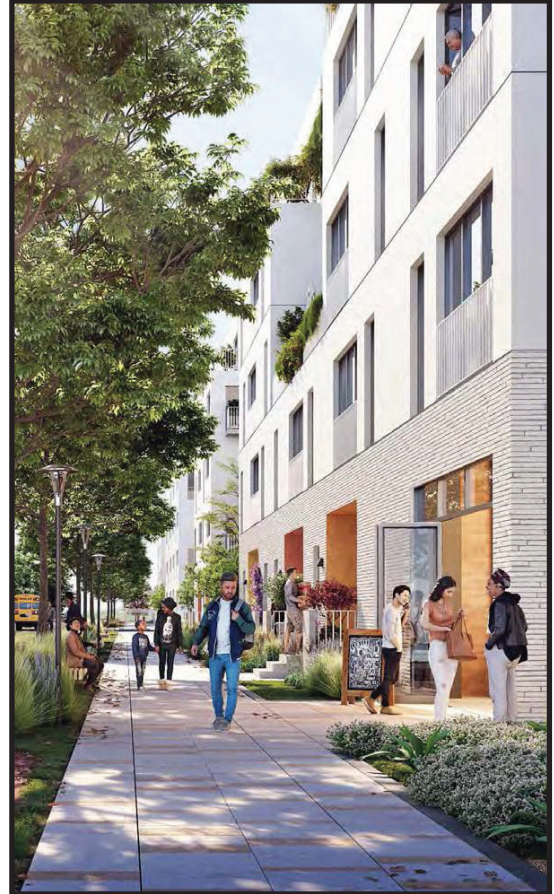
This section defines the Planning Areas, Land Use Designations and development standards unique to the Norwalk Transit Village Specific Plan. The Specific Plan area contains eight Planning Areas, each assigned with one of the three land use designations established within the Specific Plan. The development standards for each land use designation, including the standards for setbacks, height, frontages, parking, lighting, and signage will control development of the Specific Plan area.

2.1 GENERAL PROVISIONS

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to utilize Specific Plans for purposes of implementing the goals and policies of the City's General Plan.

This Specific Plan establishes a set of regulations, standards, guidelines, and processes for the proposed development, and shall constitute the zoning for development within the Specific Plan area.

This section has been prepared in accordance with California Government Code Section 65450, et seq. and the City of Norwalk Zoning Ordinance. Application of the regulations contained in this section is specifically intended to provide the most appropriate use of the land, create a harmonious relationship among land uses and protect the health, safety and welfare of the community. The following General Development Standards apply to all uses within the Specific Plan area.



2.1.1 Applicability

The Specific Plan has been developed as both a regulatory and land use policy document, which, upon adoption by ordinance will constitute the zoning for the property. Development plans or agreements, parcel maps, site plans or any other action requiring ministerial or discretionary approval of the subject property must be consistent with the Specific Plan. California Government Code, Section 65454 requires that a Specific Plan be consistent with the General Plan. Upon adoption, actions deemed to be consistent with the Specific Plan shall be judged to be consistent with the City of Norwalk General Plan.

2.1.2 SEVERABILITY

In the event that any regulation, condition, program, portion or policy of this Specific Plan or the application thereof to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed separate, distinct and independent provisions and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof which can be implemented without the invalid provision or application.

Uses Not Listed and Interpretation

Any land use proposal not specifically covered by the provisions contained herein shall be subject to determination by the Community Development Director, with appeals in accordance with the Municipal Code.

Table 2.1 Land Use Summary

Land Use	PA 1	PA 2	PA 3	PA 4	PA 5	PA 6	PA 7	PA 8	TOTAL
Mixed Use-High¹									
Residential	--	20-85 DU/AC	20-85 DU/AC	20-85 DU/AC	20-85 DU/AC	20-85 DU/AC	--	--	770
Active Commercial (sf)	--	2,500	2,500	2,500	3,500	2,500	--	--	13,500
Mixed Use-Commercial									
Hotel rooms	150	--	--	--	--	--	--	--	150
Neighborhood									
Commercial	66,647	--	--	--	--	--	--	--	66,647
(sf) (0.5 FAR)									
Open Space									
Park (ac)	--	--	--	--	--	--	1.6		1.6
Trail/ park (ac)	--	--	--	--	--	--	--	2.1	2.1
Planning Area (gross ac)	3.1	2.8	2.7	2.7	2.7	4.7	1.6	2.1	22.3
Total Units									770
Total Commercial (sf)									80,147
Streets and Sidewalks									8.8
Promenade/Fire Lane									0.9
ROW dedication									0.4
Total Acres²									32.3

1 Residential uses within Planning Areas 2-6 may be Multi-family dwellings, including apartments, stacked flats, townhomes and similar building configurations. At least 40 percent of the total residential units in the Specific Plan must be affordable.

2 All Planning Areas are conceptual in size. Precise Planning Area acreages will be determined at the time of tentative tract map.

2.2 LAND USE PLAN

The Specific Plan area represents approximately 32.3 acres located on Bloomfield Avenue in the city of Norwalk, California. To support the connectivity between the Specific Plan area, the Metrolink Station, City Hall and Zimmerman Park, a mix of land uses have been incorporated into the plan to create a vibrant area that is cohesive with and benefits the existing neighborhood. The mixed-use concept features market rate and affordable high-density housing, both rental and for-sale, a 150-key hotel, commercial uses such as restaurants and open spaces such as parks and trails. As stated previously, the Land Use Plan is organized into eight Planning Areas, each assigned with one of the Specific Plan's three land use designations, as described in the following sections.

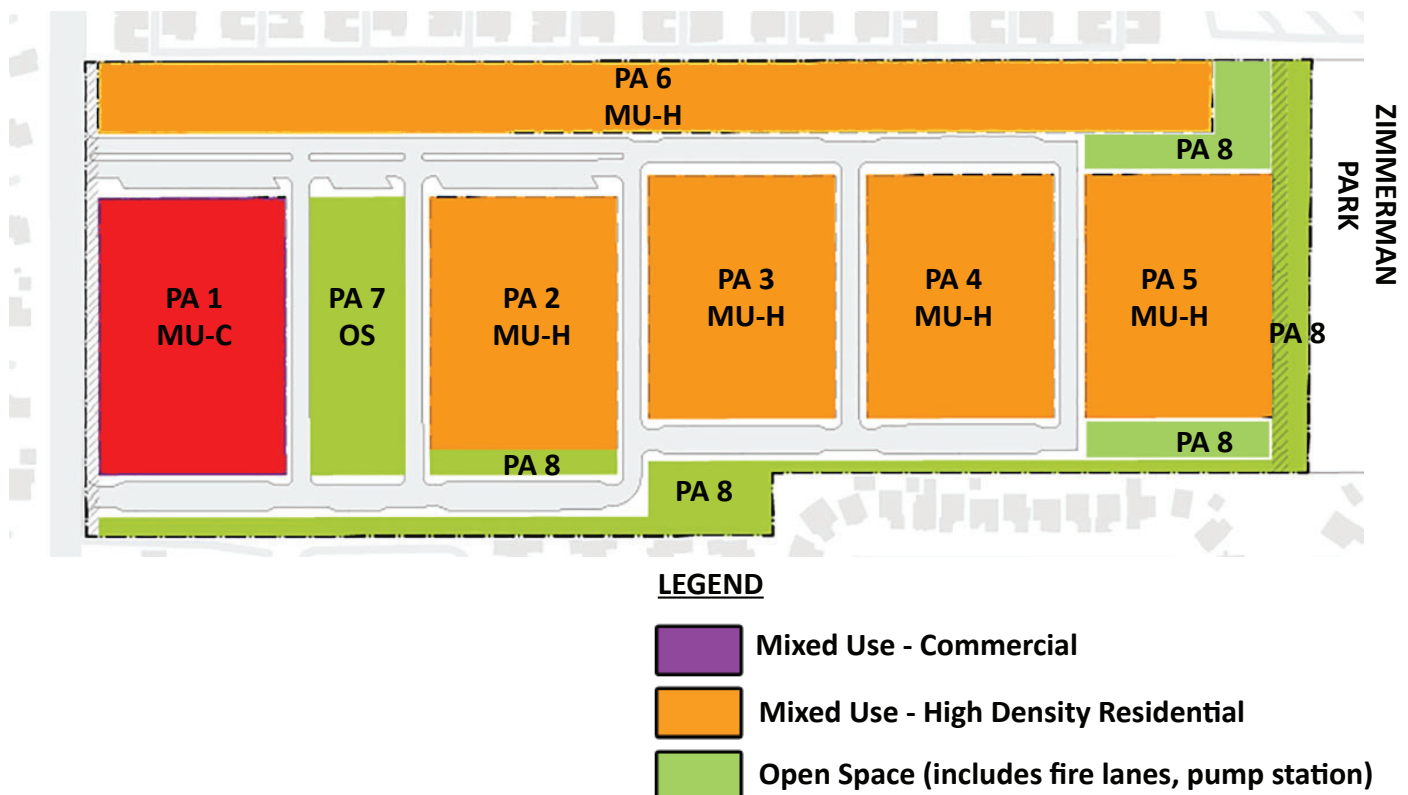


Figure 2-1 Land Use Plan

2.3 LAND USE DESIGNATIONS

The following land use designations are hereby established as a part of the Norwalk Transit Village Specific Plan (SPA No. 17):

2.3.1 Mixed Use Commercial (MU-C)

The Norwalk Transit Village will provide neighborhood-serving commercial uses such as restaurants and businesses that provide goods and services that people would frequently use to take care of their personal and household needs. Examples include small grocery stores/markets, eating and drinking establishments, dry cleaners and hospitality uses. No residential uses are permitted in this district.

2.3.2 Mixed Use High Density Residential (MU-H)

The Norwalk Transit Village will primarily consist of high density, transit oriented residential uses at a density that ranges between 20 to 85 dwelling units per acre (du/ac) with a maximum of 770 residential units for the entire Specific Plan area. This includes market-rate and affordable multifamily dwellings, including apartments, stacked flats, townhomes and similar building configurations.

To achieve a vibrant public realm and support a walkable neighborhood up to 3,500 sf of active non-residential commercial uses are permitted on the ground floor level of developments within each residential Planning Area.

2.3.3 Open Space (O)

A publicly accessible network of parks and linear parks/greenways will run through the Norwalk Transit Village site and connect it to Zimmerman Park. A variety of community and wellness-oriented amenities that promote health, social and mental well-being will be distributed throughout the network. Examples of open space amenities may include a tot lot with play structures, shade structures, walking trails, par course or fitness equipment, community gathering areas, community gardens, outdoor seating, dog runs, etc.

2.4 PLANNING AREAS

Eight distinct development areas, identified as “Planning Areas,” implement the planning objectives set forth in the NTVSP. These eight Planning Areas are arranged in blocks that follow a logical organization of uses that will create the Transit Oriented Developed

envisioned for the project. Together, the Planning Areas will create a unique identity for the NTVSP through a robust network of pedestrian, bike and vehicular linkages. Planning Areas 1 (non-residential) and 2-6 (mixed-use residential) are individual blocks delineated by a property line set at the back of sidewalk. Planning areas 7 and 8 contain open space uses. Planning Areas as described below.

2.4.1 Planning Area 1

Planning Area 1 (PA 1) is an approximately 3.1-acre block designated for Mixed Use Commercial uses. This commercial block enjoys Bloomfield Avenue frontage along the western project entry and permits neighborhood commercial uses at up to 0.5 FAR and a 150-key maximum hotel. The 0.5 FAR excludes the hotel use. Residential uses are not permitted in PA 1.

2.4.2 Planning Area 2

Planning Area 2 is approximately 2.8 acres designated as Mixed Use-High Density Residential. This block will allow multi-family residential uses between 20 – 85 dwelling units per acre. Up to 2,500 square feet of active commercial uses are also permitted.

2.4.3 Planning Area 3

Planning Area 3 at Mixed Use-High Density Residential designated block totaling approximately 2.7 acres. This block will allow multi-family residential uses between 20 – 85 dwelling units per acre. Up to 2,500 square feet of active commercial uses are also permitted.

2.4.4 Planning Area 4

Planning Area 4 is approximately 2.7 acres and will allow multi-family residential uses between 20 – 85 dwelling units per acre. This block also allows up to 2,500 square feet of active commercial uses.

2.4.5 Planning Area 5

Planning Area 5 is approximately 2.7 acres and will allow multi-family residential uses between 20 – 85 dwelling units per acre under a Mixed Use-High Density Residential designation. This block allows up to 3,500 square feet of active commercial uses.

2.4.6 Planning Area 6

Planning Area 6 is approximately 4.70 acres and will allow multi-family residential uses between 20 – 85 dwelling units per acre under a Mixed Use- High

Density Residential designation. PA 6 also permits up to 2,500 square feet of active commercial uses. Planning Area 6 has a maximum height of 35 feet and three stories.

2.4.7 Planning Area 7

The site's main park is Planning Area 7, a 1.6-acre block situated between PAs 1 and 2. The park allows both active and passive recreation uses within an Open Space designation.

2.4.8 Planning Area 8

Planning Area 8 consists of 2.1 acres of linear parks and a non-contiguous pocket park along the site's southern boundary, including a 0.3-acre pocket park just south of PA 2. Both active and passive recreation uses are permitted in this Open Space designation. Planning Area 8 also contains a utility service/lift station area, located just east of PA 5.

2.4.9 Other Areas

The Specific Plan areas includes approximately 8.7 acres of streets, sidewalks, 0.9 acre of fire lanes, and a 0.4 acre of roadway dedication for Bloomfield Avenue. The fire lanes serving PA 5 will also function as publicly accessible open spaces/promenades. These fire lane/promenades are to the north, east and south of PA 5 and also provide access to Zimmerman Park.

2.5 PERMITTED USES

This section of the Specific Plan establishes the permitted land uses within the Specific Plan Area and the corresponding permit requirements.

Allowable land uses within the Specific Plan are detailed in Table 2.2, Permitted Uses. Definitions of allowed land uses are provided in this Specific Plan, and, when not provided in this Specific Plan, in Chapter 17 of the Norwalk Municipal Code. The Director of Community Development shall have the authority to interpret the use provisions in this Specific Plan pursuant to Section 5, Administration and Implementation, of this Specific Plan governing interpretation and approve or deny any additional uses in the future.

Table 2.2 Permitted Uses

Use	Land Use Designation			
	MU-C	MU-H		O
Residential Uses³				
Multi-family Dwellings, Apartments and Townhomes		P		
Senior housing		P		
Student Housing		P		
Micro Unit		P		
Live-work units		P		
Non-Residential Uses⁴				
Art studio	P	P		
Alcoholic beverage sales, on-site consumption	C	C		C
Alcoholic beverage sales, off-site consumption	C	C		
Animal Care (health, care, services)	C	C		
Assembly Uses	C			
Banks	P			
Child Daycare Facility	C	C		
Cultural Uses (theaters, libraries, museums)	C			
Dog Parks	P	P		P
Educational Uses (Trade schools, public/private schools)	C	C		
Garden, Community	P	P		
Gymnasium	C			
Health club for public use	C	C		
Mobile food trucks	C	C		C
Medical Offices	P	C		
Hotel (up to 150 keys)	C			
Office	P	P		
Parking Facility	P	P		
Personal Service	P	P		
Religious Facilities	C			
Retail	P	P		
Restaurant	P	P		
Social Service Center		P		
Spa, Day Spa	C			
Recreation, accessory to residential		P		
Temporary Uses				
Farmers' Market	D	D		D

P – Permitted, C – Conditional Use Permit Required, D –Director Approval Required

3 Includes both Market Rate and Affordable residential uses.

4 Includes Quasi-public uses such as daycare and community services.

2.5.1 Special Standards

SPECIAL EVENTS

It is anticipated that temporary uses and special events such as farmer's markets will occur within the publicly accessible areas within the Norwalk Transit Village. Any special event shall follow the City's permit process as outlined in Chapter 5.28 of the Norwalk Municipal Code and must obtain approval of the Community Development Director.

ALCOHOLIC BEVERAGE SALES AND SERVICES

In connection with alcoholic beverage sales and services, the following requirements shall be met:

No off-sale business (incidental) shall be established within 300 feet of any school, and no off-sale business (primary) shall be established within 300 feet of any school or house of worship. The distances in the preceding sentence shall be determined by measuring from lot line to lot line.

Alcohol Use Permits for On-site Consumption

Notwithstanding other provisions of this chapter, the on-site sale, service, or consumption of alcoholic beverages in restaurants, cafés, indoor recreation centers, and similar establishments in the Specific Plan Area shall be subject to the requirements specified in this section. Owners shall obtain and maintain all required licenses from the state Alcoholic Beverage Control board (ABC).

1. Owners and managers shall obey all federal, state, and municipal laws and ordinances, and comply with all conditions imposed pursuant to any permit or license related to the sales of alcoholic beverages for the establishment.
2. Owners shall comply with any applicable provisions in the municipal code pertaining to obtaining a business license.
3. Establishments regulated by this section may serve alcohol from 10:00 am to 2:00 am, seven days per week, unless otherwise limited by a specific license or permit.

Alcohol Use Permits for Temporary and Special Events

Alcohol sales are permitted for temporary and special events provided the required permits/approvals are obtained from the ABC, subject to approval by the Community Development Director.

Live-Work Standards and Criteria

The purpose of this section is to provide standards

for live-work units. Live-work units are intended to provide an opportunity for business operators to utilize a portion of a unit for commercial activity. A live-work unit may be converted to a typical home with no commercial activity.

The development and performance standards for live-work units are as follows:

Live-Work Development Standards

These development standards shall apply to all live-work units:

1. Each live-work unit shall front on a public or private street, and the work area shall be at street level. Live-work offices will be small and independent, where no associated parking demand will be generated.
2. Each unit shall have a pedestrian-oriented frontage.
3. The residential unit shall not have a separate street address from the business component.
4. The living space shall not be rented or sold separately from the working space.
5. Other than a sign, as permitted by this section, in no way shall the appearance of the structure be altered, or the conduct of the use within the structure be such that the structure may be recognized as serving a nonresidential use (either by color, materials, construction, lighting, odors, noises, vibrations, etc.).
6. Workspace shall be limited to the first floor of the building. Living space shall be in the rear ground level or upper floors so that it does not interrupt the appearance of the commercial frontage.

Live-Work Performance Standards

These performance standards shall apply to all live-work units:

Home Occupation Permit. A Home Occupation Permit is required for a business to operate within a live work unit. No business shall be conducted within a live-work unit, without the approval, issuance, and maintenance of a valid Home Occupation Permit.

Noise. Noise resulting from conduct of the work within the unit shall be muffled so as not to become disruptive to surrounding neighborhoods due to volume, tone, intermittence, frequency, or shrillness.

Odor. Every use shall be operated in such a manner that it does not emit an obnoxious odor or fumes beyond the working unit/area.

Smoke. Every use shall be operated in such a manner that it does not emit smoke into the atmosphere.

Dust and Dirt. Every use shall be operated in such a manner that it does not emit any dust or dirt into the atmosphere.

2.6 DEVELOPMENT STANDARDS

This section provides standards and provisions for the use of land within the Specific Plan area. The standards contained within this Chapter shall govern all land uses and activities in the Specific Plan area.

Standards are minimums unless otherwise indicated.

2.6.1 Development standards for all Norwalk Transit Village Districts

New land uses and structures, and alterations to existing land uses and structures, shall be designed, constructed, and/or established in compliance with the requirements of this section, in addition to applicable land-use designation specific and general development standards. Accessory structures shall meet the same development standards unless otherwise modified by State Law.

Table 2.3 General Development Standards

Standard		Land Use Designation			
		MU-C	MU-H		O
Density and Floor Area					
Residential density	<i>range</i>	Not applicable	20 - 85 du/ac		Not applicable
Floor area ratio	<i>range</i>	2.25 ⁵	1- 2.25		Not applicable
Hotel rooms	<i>max.</i>	150	Not applicable		Not applicable
Building Height Limit ^{6 7}					
Stories	<i>range.</i>	5	3-5		None
Structural height	<i>max.</i>	65 ft	65 ft ²		35 ft
Stepback	<i>min.</i>	8 ft above 4 stories	8 ft above 4 stories		None
Site Permeability and Open Space					
Permeable site area ⁸	<i>min.</i>	10%	20%		Not applicable
At-grade publicly accessible open space ⁹	<i>min.</i>	5,250 sf	5,250 sf		Not applicable
Setbacks					
Front setback	<i>min.</i>	10 ft	10 ft		Not applicable
Front setback	<i>max.</i>	12 ft	12 ft (15 ft for townhomes)		Not applicable
Building Massing					
Façade length before massing break	<i>max.</i>	225 ft	225 ft		None
Façade length before articulation	<i>max.</i>	125 ft	125 ft		None

5 Neighborhood commercial in PA 1 limited to 0.5 FAR, hotel limited to 150 keys. Hotel is excluded from 0.5 FAR.

6 PA 6 has a maximum height limit of 35 feet and three stories.

7 For additional height limits see residential height transition section below.

8 Site permeability must be met for each planning area.

9 At grade publicly accessible open space must be met for each residential planning area excluding Planning Area 6 and/or townhome.

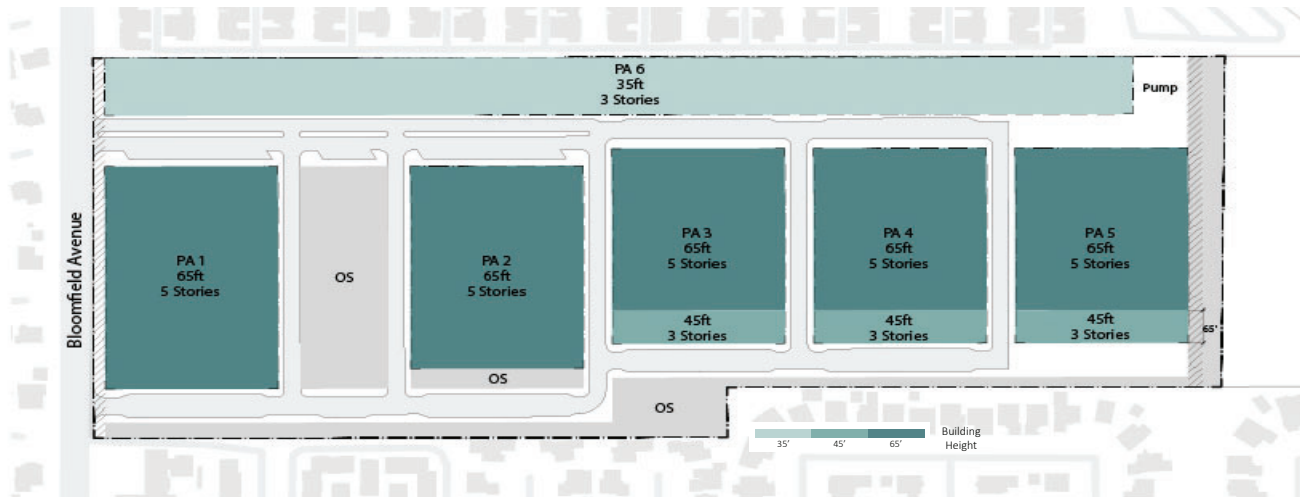


Figure 2-2 Building Height

Density

Residential Development shall not exceed the maximum density shall range between 20 to 85 dwelling units per acre, except as provided by State Law. The overall Specific Plan area shall not exceed 770 residential units.

Floor Area

Development shall not exceed the maximum floor area ratio established in Table 2.3.

Building Height Limit

Buildings shall not exceed the building height limits established in Table 2.3. Planning Area 6 has a maximum height of 35 feet and three stories.

Residential Height Transition

In planning areas PA 3, PA 4, and PA 5, within 65 feet of the southerly property lines buildings shall not exceed a height of three stories or 45 feet.

Height Exceptions

Parapets may exceed the height limit by up to six feet. Stair and elevator penthouses may exceed the height limit by up to 15 feet provided they are located at least eight feet from the face of any exterior wall visible from a public street.

Site Permeability

Each Planning Area shall provide at least the minimum permeable site area established in Table 2.3.

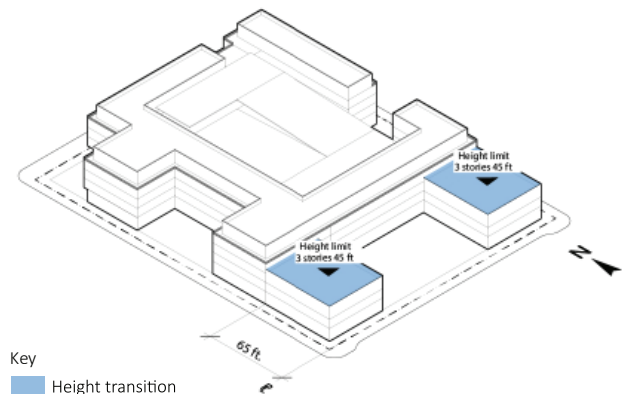


Figure 2-3 Height Transition for PAs 3, 4 and 5

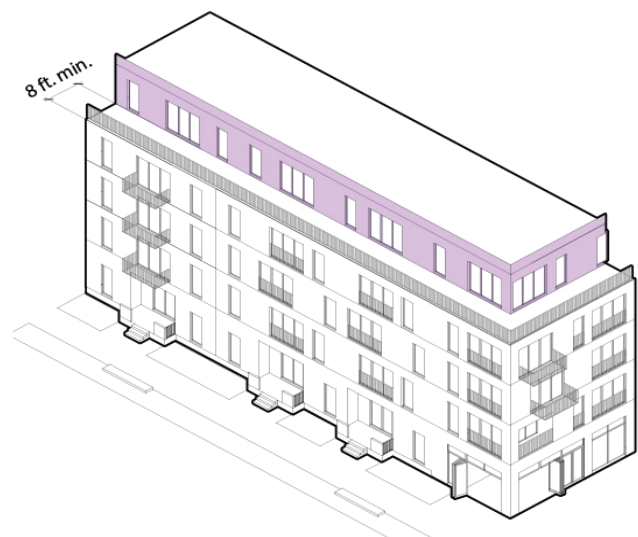


Figure 2-4 Height: 8-foot stepback above 4 stories

At-Grade Publicly Accessible Open Space

Projects shall provide at-grade publicly accessible open space established by Table 2.3 on the lot. Setback areas located between the at-grade publicly accessible open space and a street-fronting property line may be included in the calculation of the total required area. Townhomes and similar building types are exempt from at-grade publicly accessible open space requirements if adjacent to a non-street-adjacent open space paseo/greenbelt with a minimum width of ten feet. Such open space paseos are exempt from public accessibility requirements.

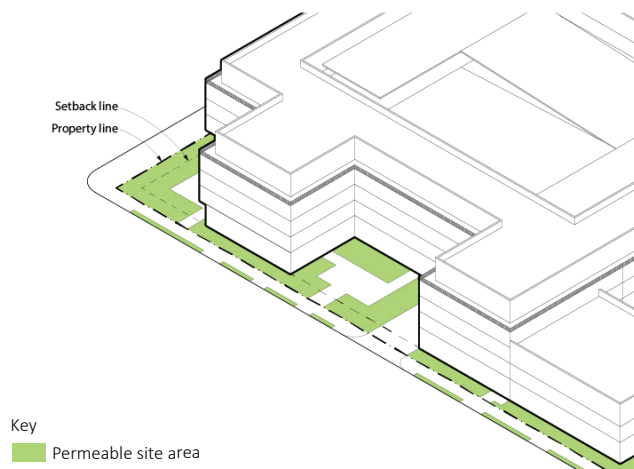


Figure 2-5 Site Permeability

Access

At-grade publicly accessible open space shall be accessible to the public for a minimum of eight hours a day. Publicly accessible open spaces shall be located adjacent to and accessible from the public sidewalk. They may be fenced for access control during the hours the open spaces are closed to the public.

Driveways Prohibited

Vehicular driveways are not permitted in at-grade publicly accessible open spaces. Vehicular driveways are permitted in all other on-site open spaces.

Setbacks

Development shall conform to the setback requirements established in Table 2.3. Setbacks establish minimum and maximum distances between development and street-fronting property lines. Setbacks shall be measured at a right angle from the property line of the lot to the point on the structure nearest to the property line.

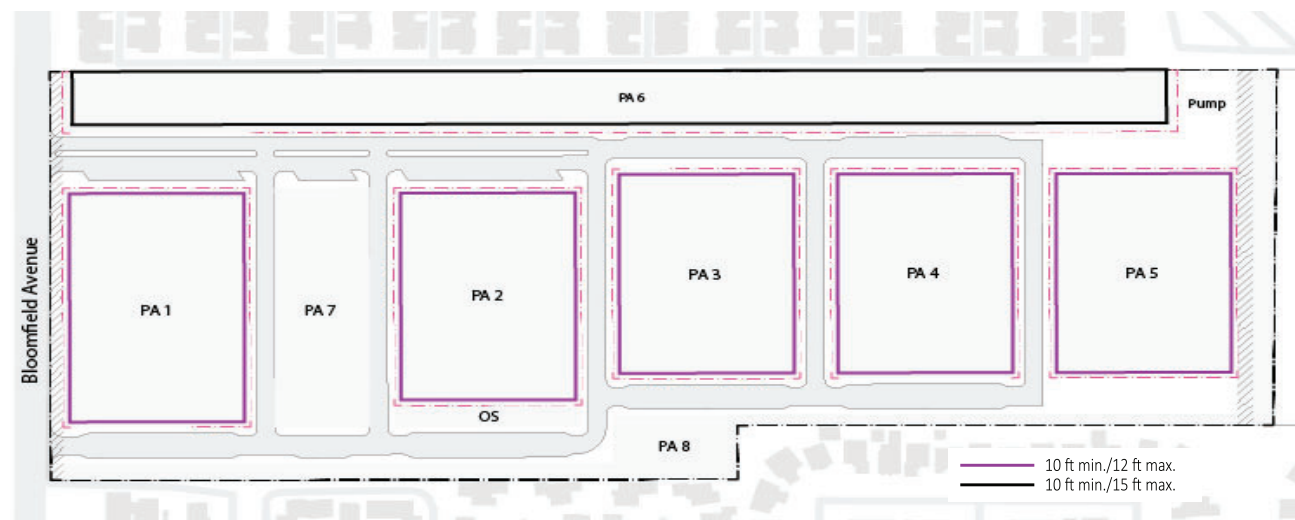


Figure 2-6 Building Setbacks

Frontage Occupancy

Street-fronting exterior walls shall be located according to the minimum and maximum setbacks for at least the minimum frontage occupancy as required by the development standards for each land use district.

Setback Exceptions

Stoops, balconies, architectural features, and signs may project into setbacks up to eight feet, measured from the street-facing wall of a building perpendicular to the property line of a lot. Recessed portions of stoop frontages and inset balconies shall count toward the minimum frontage occupancy requirement.

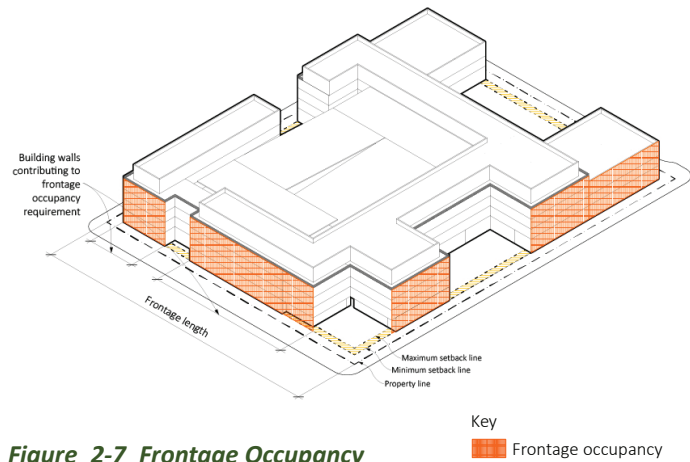


Figure 2-7 Frontage Occupancy

Building Massing

Exterior walls shall provide massing breaks and articulation at the intervals established by Table 2.3. Massing breaks shall be applied along all street-fronting walls. Articulation shall be provided at all exterior walls visible from the street whether they are street-fronting or not.

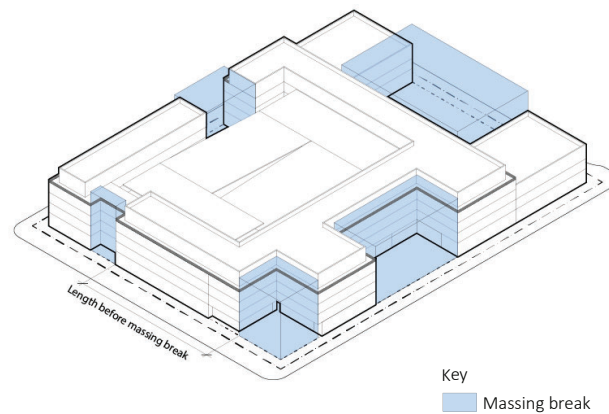


Figure 2-8 Massing Breaks



Figure 2-10 Massing break at entry

Façade Length Before Massing Break

Street-fronting exterior walls shall be vertically offset at least four feet from the adjacent street-fronting exterior wall, measured at a right angle from the property line of a lot. A massing break shall extend for at least five feet measured parallel to the property line of a lot. Massing breaks are not required at the 5th story.

Massing breaks are encouraged to coincide with building entries.



Figure 2-9 Façade length before articulation

Façade Length Before Articulation

Any exterior wall visible from a street shall provide a change in façade material; a change in façade color combined with a vertical offset of not less than four inches; or change in fenestration pattern.

2.6.2 Building Frontage Type Standards

New land uses and structures, and alterations to existing land uses and structures, shall be designed, constructed, and/or established in compliance with the requirements of this section.

Table 2.4 Frontage Type Standards

		Frontage Type				
Standard		Active	General	Stoop	Landscape	Parking
Ground Floor						
Height above sidewalk	<i>min.</i>	Not applicable	Not applicable	6 in	Not applicable	Not applicable
	<i>max.</i>	12 in	24 in	30 in	Not applicable	Not applicable
Façade transparency	<i>min.</i>	60%	35%	20%	Not applicable	Not applicable
Entrance frequency	<i>min.</i>	100 ft	Not applicable	45 ft	Not applicable	Not applicable
Blank wall length	<i>max.</i>	20 ft	20 ft	20 ft	Not applicable	Not applicable
Frontage length	<i>max.</i>	Not applicable	Not applicable	Not applicable	Not applicable	120 ft
Architectural screening		Not applicable	Not applicable	Not applicable	Not applicable	R
Trees		P	P	P	R	R
Setback Area						
Landscape		L	R	R	R	R
Hardscape		P	L	L	L	L
Fence or wall		NP	NP	L	NP	NP

P - Permitted, NP - Not permitted, R - Required, L - Limited allowance

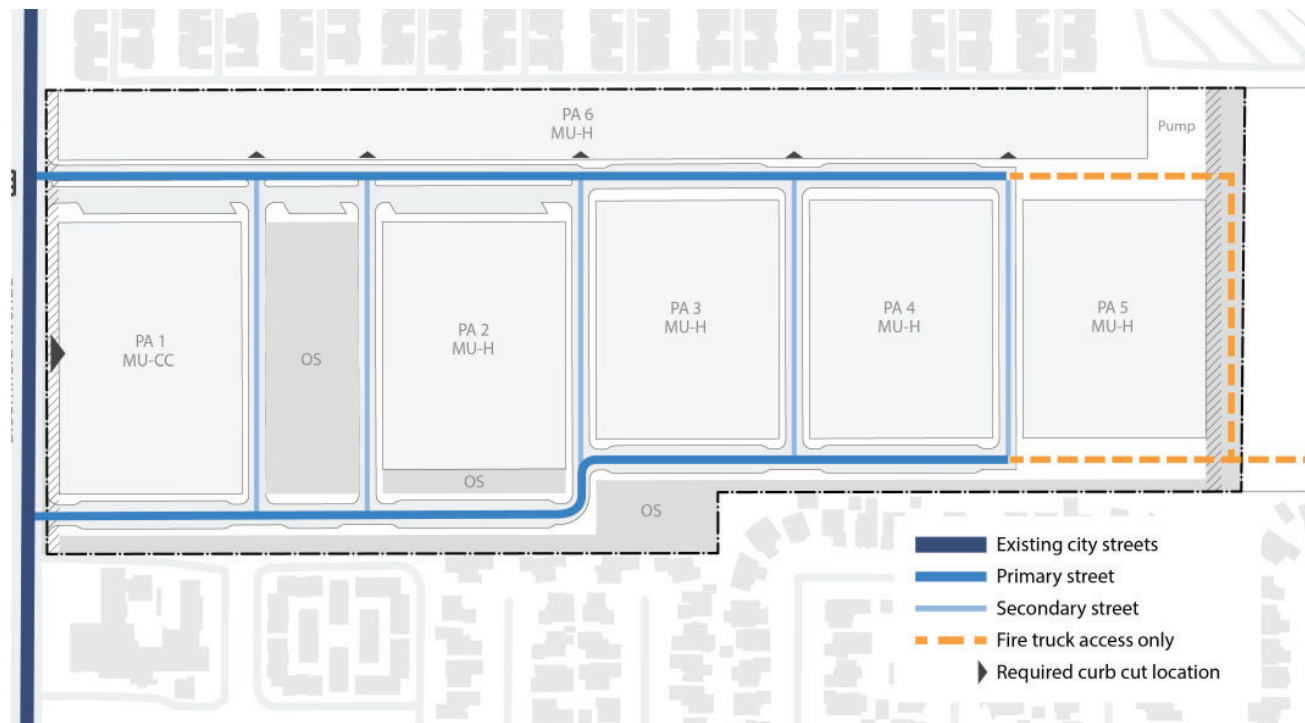


Figure 2-11 Frontage Types

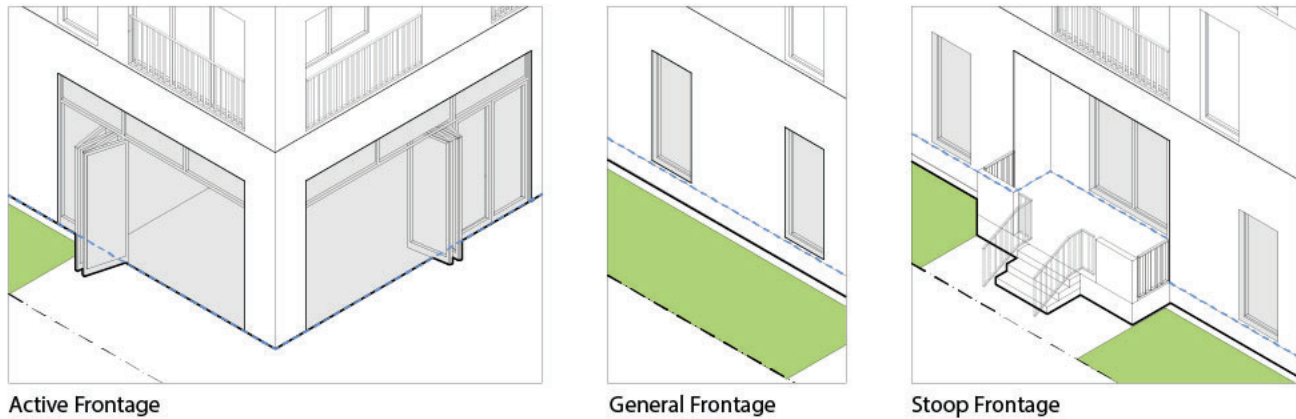


Figure 2-12 Frontage Types

Active Frontage

The active frontage is appropriate for commercial uses, common spaces, and amenities. Its general transparency and connection to the sidewalk help activate the ground floor.

- Entries should be oriented toward the adjoining sidewalk or open space.
- The area between the building façade and the property line shall be landscaped to provide space for activity and access to the building. Landscaped area shall not exceed 25% of the horizontal frontage area. Exception, active frontages adjoining semi-enclosed courtyards and courtyards may utilize the open space landscape and hardscape standards.
- Outdoor seating shall be permitted in the setback areas. Product displays shall be permitted immediately adjoining allowable non-residential uses, indoor amenity spaces, and leasing offices.

General Frontage

The general frontage provides limited transparency for non-activating uses and ground-floor units without stoops.

The area between the building façade and the property line shall be landscaped except for walks providing access to the building. Exception, general frontages adjoining semi-enclosed courtyards and courtyards may utilize the open space landscape and hardscape standards.

Stoop Frontage

The stoop frontage is appropriate for ground-floor units and helps put eyes on the street.

- Stoop entries may only be designated as the primary unit entry for townhomes. Stoop entries should be oriented toward the adjoining sidewalk or open space.
- Stoops shall be associated with individual ground-floor residential units and shall provide direct access to the adjoining sidewalk. Each stoop shall have a minimum width of five feet. Stoops may be enclosed by low fences or walls no more than 42 inches in height.
- Individual stoops within multifamily buildings shall be separated by not less than eight feet of landscaped area. Townhomes are exempt from this provision.
 - Exception, a continuous at-grade patio enclosed by a 42-inch-high wall and hedge shall be permitted to span not more than three adjacent residential units.
- The area between the building façade or the stoop and the property line shall be landscaped except for walks providing access to the building. Exception, stoop frontages adjoining semi-enclosed courtyards and courtyards may utilize the open space landscape and hardscape standards.

Landscape Frontage

The landscape frontage is used to line surface parking areas.

- Landscape frontages shall be located between property lines and surface parking lots.
- Landscape frontages shall be landscaped for the entire horizontal area except for walks providing access to the parking lot.

Parking Frontage

The parking frontage is used to line parking structures located next to the public right of way.

- Parking frontages shall be located between property lines and parking structures visible from a street. Parking structures shall be set back an additional five feet from the property line for a minimum setback of 15 feet.
- Parking frontages shall be landscaped for the entire horizontal area except for walks and drives providing access to the parking lot.
- A 24-inch box tree shall be planted at least every 40 feet on center, measured parallel to the property line of the lot.



Figure 2-13 Parking Frontage

2.6.3 Development Standards for Mixed Use Commercial District (MU-C)

New land uses and structures, and alterations to existing land uses and structures in the MU-C district, shall be designed, constructed, and/or established in compliance with the requirements of this section. Accessory structures shall meet the same development standards.

Table 2.5 Mixed Use Commercial District Frontage Standards (MU-C)

Standard		Frontage			
		Bloomfield	Primary A	Primary B	Secondary A
Frontage occupancy	<i>min.</i>	35%	60%	35%	15%
Number of curb cuts	<i>max.</i>	1	None	None	2
Primary building access		P	R	P	P
Secondary building access		P	P	P	P
Frontage Type					
Active		P	P	P	P
General		P	NP	P	P
Stoop		NP	NP	NP	NP
Landscape		P	NP	P	P
Parking		NP	NP	NP	NP

P - Permitted, NP - Not permitted, R- Required

Curb Cuts and Driveways to Parking Garages and Surface Parking Lots

The number of vehicular curb cuts shall not exceed the maximum number established in Table 2.5. Two-way driveways shall be 18 to 22 feet in width. One-way driveways shall be 10 to 12 feet in width.

Building Access

Primary Building Access

Every building and every individual commercial space shall have a primary building access.

All commercial spaces located in buildings adjoining the "Primary A" frontage shall locate primary building accesses at and oriented toward this frontage. Primary building accesses may be located at an allowable open space or within a massing break, provided it is located no more than 40 feet from the property line at the "Primary A" frontage. Pedestrian walkways between commercial spaces are encouraged to allow for direct access from the parking lot to the primary building access. Exception, commercial spaces less than 1,500 sq. ft. in size may locate the primary building access toward other building frontages that are publicly accessible, e.g. the parking lot, as long as the majority of commercial spaces provide the primary building access at the "Primary A" frontage.

Secondary Building Access

Not required.

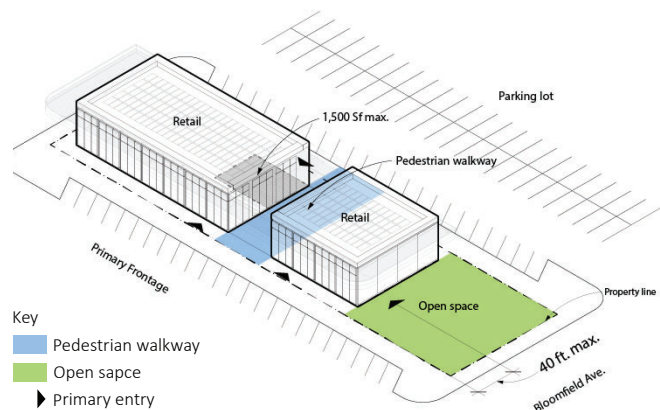


Figure 2-14 Retail Frontage

2.6.4 Development Standards for Mixed Use High Density Residential District (MU-H)

New land uses and structures, and alterations to existing land uses and structures in the MU-H district, shall be designed, constructed, and/or established in compliance with the requirements of this section. Accessory structures shall meet the same development standards unless otherwise modified by State Law.

Table 2.6 Mixed Use-High Density Residential District Frontage Standards (MU-H)

		Frontage				
Standard		Bloomfield	Primary A	Primary B	Secondary A	Secondary B
Frontage occupancy	<i>min.</i>	70%	50%	N/A	35%	35%
Number of curb cuts	<i>max.</i>	None	None	None	1 ¹⁰	2
Primary building access		R	R	P	P	P
Secondary building access		Not Applicable	P	P	P	P
Frontage Type						
Active		NP	P	P	P	P
General		NP	NP	P	P	P
Stoop		P	P	P	P	P
Landscape		P	NP	NP	NP	NP
Parking		NP	NP	NP	NP	P (120 ft)

P - Permitted, NP - Not permitted, R- Required

10 Townhomes require two curb cuts on side frontages.



Figure 2-15 Townhome Frontage

Curb Cuts and Driveways to Parking Garages and Surface Parking Lots

The number of vehicular curb cuts shall not exceed the maximum number established in Table 2.6, Mixed Use-High Density Residential District Frontage Standards. Two-way driveways shall be 18 to 20 feet in width. One-way driveways shall be 10 to 12 feet in width.

Building Access

Primary Building Access

Every multifamily residential building shall have one primary building access. The mail room, and if applicable leasing office shall be located at or within 50 feet of the primary building access. The primary building access shall be located at and oriented toward the “Primary A” frontage. The primary building access may be located at an allowable open space or within a massing break, provided it is located no more than 40 feet from the property line at the “Primary A” frontage. This provision does not apply to Townhomes.

Secondary Building Access

Every multifamily residential building shall have at least two secondary building accesses. Per Table 2.5, Mixed Use-High Density Residential District Frontage Standards, these shall be located at two of the three remaining street frontages. Any additional secondary building access points may be located on any of the frontages. This provision does not apply to Townhomes.

All Building Accesses

Required building accesses shall enter to a lobby or corridor. A stair or elevator serving the majority of occupiable floors of the building shall be located not more than 40 feet from the nearest point in the lobby or more than 40 feet from the point of entry to the corridor.

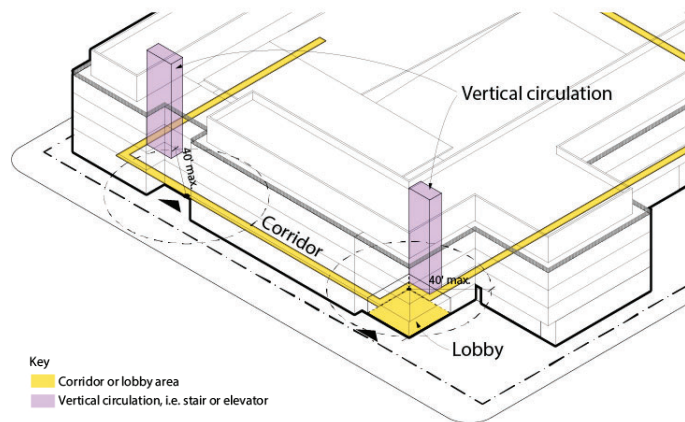


Figure 2-16 Internal Building Circulation

2.6.5 Open Space Type Standards

New land uses and structures, and alterations to existing land uses and structures, shall be designed, constructed, and/or established in compliance with the requirements of this section.

Table 2.7 Open Space Type Standards

Standard	Open Space Type				
		Corner Plaza	Semi-Enclosed Courtyard	Courtyard	Paseo
General					
Clear dimensions	<i>min.</i>	30 ft	35 ft	45 ft	35 ft wide
	<i>max</i>	60 ft	145 ft	Not applicable	Not applicable
Height above sidewalk	<i>max</i>	12 in	24 in	Not applicable	Not applicable
Permeable area	<i>min.</i>	Not applicable	25%	25%	25%
Parking frontage		NP	NP	NP	NP
Horizontal Area					
Landscape		P	R	R	R
Hardscape		P	L	L	P
Fence or wall		NP	P	P	NP

P - Permitted, NP - Not permitted, R - Required, L - Limited allowance



Figure 2-17 Semi-Enclosed Courtyard



Figure 2-18 Corner Courtyard

Open Space Dimensions

Open spaces shall meet the minimum and maximum clear dimensions established in Table 2.8. Open spaces shall be separated from each other by building frontages meeting the setback requirements. Exception, minimum clear dimensions may be reduced by 30% along no more than 40% of the longer length of an open space.

Driveways in Open Spaces

Driveways may be located in open spaces. Driveway areas shall be included in the calculation of maximum clear dimensions. Driveway areas shall count towards usable open space requirements.

Fences and Walls

Semi-enclosed courtyards and openings into courtyards may be enclosed with a fence or wall not more than 72 inches in height for both private and publicly accessible open space. Along the street frontage of an open space the fence or wall may encroach into the setback by not more than five feet, measured perpendicular to the property line and from the adjoining street-fronting building wall.

Private amenity areas may be enclosed with a fence not more than 72 inches in height, except when abutting a paseo. Such fences shall set back at least 20 feet from the closest street-fronting property line. Areas between fences and property lines shall be landscaped. The location of passive recreational areas between the property line and the fence are encouraged, but not required.

- Fences shall be at least 50 percent open. Concrete block fences and wire mesh fences are not permitted.
- Walls shall be entirely screened from street view by hedges. Wall shall have a finished stucco appearance.

2.6.6 Site Planning and General Development Standards

Screening

- All exterior mechanical equipment except for solar collectors shall be screened or located out of view from public streets. Screened equipment shall include heating and cooling, duct work, plumbing, lines, and satellite antennas.
- Screening materials shall have evenly distributed opening or perforations not

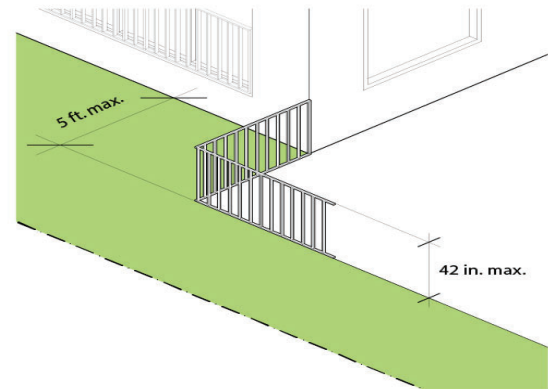


Figure 2-20 Semi-enclosed courtyard fence

exceeding 60% of the surface area and shall effectively screen mechanical equipment. Landscaping is an acceptable screening material.

Utilities

- Above-ground utility meters, valves, and backflow prevention devices shall not be located within 30 feet of the intersection of two property lines. When located in a required setback, such devices shall be located at least five feet from the property line measured perpendicular to the property line of the lot.
- Transformers and transformer pads shall be located behind the minimum setback and be screened with landscape materials. Vinyl screening may be considered if landscaping is not a feasible method of screening, subject to the approval of the Community Development Director.

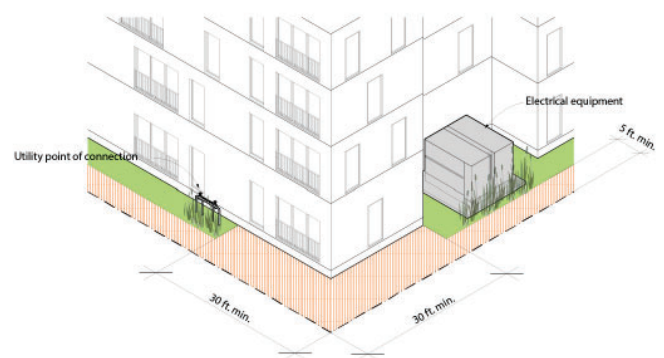


Figure 2-19 Utility placement and screening

2.7 PARKING AND LOADING

2.7.1 Minimum Parking Requirements

Table 2.8 Vehicular Parking Requirements

Use	Requirement
Market Rate Multifamily Apartments	1.75 spaces per unit
Affordable Multifamily Apartments	1.25 spaces per unit
Student Micro-unit	0.75 space per unit
Senior Unit	0.75 space per unit
Townhomes	2 spaces per unit
Residential Guest Parking	0.25 spaces per unit
Non-residential in Planning Area 1	1 space/250 SF of Net Leasable Area
Hotel	1 space/2 guest rooms; plus parking for any restaurant/retail uses as computed separately.
Electric Vehicle Charging	Per CALGreen

Note: Ground floor active commercial/quasi-public space included within the multifamily buildings shall not require additional parking. On-street parking may be used to meet residential guest parking requirements.

Table 2.9 Bicycle Parking Requirements

Use	Requirement
Residential Short-Term	1 space per 10 units
Residential Long-Term	1 space per 3 units
Commercial Short-Term	1 per 1,000 SF
Commercial Long-Term	1 per 1,000 SF, but not less than 4 per building

Note: In mixed-use projects non-residential and residential portions shall comply with the respective requirement. Units within Single Family Attached buildings are exempt from bicycle parking requirements.

2.7.2 Parking Design

Expansion of Leasable Floor Area

Upon any future request for change or enlargement of a building or structure that increases the number of dwelling units or the amount of leasable floor area, additional parking and loading spaces shall be provided for the new leasable floor area or dwelling units without diminishing the existing parking provided for the existing use, buildings, and/or structures, unless the Director of Community Development determines that such additional parking is not required to maintain compliance with this Specific Plan provided that increase does not exceed the maximum density and/or FAR.

Parking Design and Standards

Unbundled parking options for residents are allowed in the project area. All residents shall park in their assigned stalls and shall not park on adjacent residential streets. Parking shall be monitored by management. Parking requirements shall be per Table 2.9, Vehicular Parking Requirements.

Electric Vehicle (EV) Charging Stations

EV charging stations shall be provided in compliance with state building code. Exception, in PA 6 at least two shared electric vehicle charging stations shall be provided.

Bicycle Parking Design

Long-Term Bicycle Parking Design

All required long-term bicycle parking shall comply with the following standards, except that up to 50% of required long-term stalls may be located in residential units.

Secure storage

Provide secure bike racks or lockers that are made of sturdy materials and are difficult to break.

Visibility

Position bike parking in well-lit and visible areas, such as near entrances or in areas with high foot traffic.

Security Cameras. Install CCTV cameras in bike parking areas.

Bike Registration Programs

Provide residents the option to register their bikes with building management, including make, model, serial number, and color to help recover stolen bikes or identify owners.

Educational Information

Educate residents on how to properly lock their bikes and encourage the use of U-locks for secure storage.

Fix-it Stations

Provide a bike fix-it station with bike pump and repair stand in the bike parking area and encourage residents to keep their bikes in good working order.

Assigned Bicycle Commuter Parking in Multifamily Residential Buildings

At least 25% of required long-term bicycle parking shall be accommodated in ground-floor bicycle rooms. Bicycle rooms shall be located indoors not more than 30 feet of travel from a primary or secondary building lobby. Access to bicycle rooms shall be from the interior of the project and shall not be directly accessible from the public realm. Spaces shall be assigned and bicycle room keys or access cards only issued to tenants with an assigned space.

Vehicular Loading and Pick-up/Drop-off Areas

For multifamily buildings, two temporary loading spaces shall be located adjacent to each building (time-signed and shared where parallel parking is provided) as convenient to the building elevator as possible and regulated by management operations. A convenient ride share/passenger pick-up and drop-off area shall be provided adjacent to the park and will be identified in the approved site plan.

Port Cocheres

Port cocheres and similar on-site vehicular areas shall be located within parking structures or enclosed courtyards. They are not permitted in setbacks or open spaces visible from a public street.

Tenant Move-in Loading

Tenant move-in loading areas shall be located withing parking structures or enclosed courtyards.

2.8 USEABLE OPEN SPACE

Usable open space will be provided throughout the development site in a combination of private open space, common areas, and publicly accessible open space.

Table 2.10 Usable Open Space Requirements

Unit Type			Usable Open Space Requirement
Studio and Bedroom Units	One-		Min. 125 square feet per unit
Two-Bedroom and Three-Bedroom Units		and	Min. 150 square feet per unit

2.8.1 Additional Open Space Provisions

Private open space may include balconies, patios, terraces, or rooftop decks with minimum dimensions of 5 feet, and minimum of 40 square feet when provided. These areas shall be carefully integrated into the overall architectural design of the building. Architectural elements such as railings, trellises, short walls, or rooftop enclosures shall be consistent with the architectural style of the structure to which they are attached.

Common open space shall be usable indoor or outdoor areas and may include active spaces (recreation rooms, fitness rooms, audiovisual entertainment, pool, etc.) or passive spaces (lounges, outdoor landscape and hardscape areas with seating, barbeque area, and other amenities) with minimum dimensions of 8 feet (width and length). Rooftop decks and terraces may be used to satisfy this requirement; however, these areas shall be accessible to all residents within the building and face the public rights-of-way where possible.

Enclosed common open space (i.e., open space that is enclosed on four sides, such as a courtyard) must have a 1:2 ratio where the courtyard width is at least one-half of the height of the adjacent building façade. Open space that is open on one (1) or more sides must have a width of at least one-third the height of the adjacent building façade.

Publicly accessible open space refers to the creation of parks, plaza areas, and greenbelts that are open to the public. Publicly accessible open space shall not include parking, driveways, or rear setback areas, but may include front and side setback areas if they are integrated into the overall design of the project. Plazas, courtyards, or other smaller publicly accessible open space areas must be installed at the

ground level, with connectivity to public streets as well any internal private drives. They must include pedestrian-oriented amenities, including seating, lighting, walkways, and landscape and hardscape features. Hardscape paving may include brick, stone, interlocking concrete pavers, textured concrete, and/or impressed patterned concrete. The minimum dimensions of publicly accessible open space shall be 20 feet.

2.9 LANDSCAPE STANDARDS

The perimeter landscape is intended to encourage walkability and pedestrian use and shall be designed to complement the streetscape character. Internal streetscape design shall encourage pedestrian connectivity to internal and external roadways, the publicly accessible plaza and park areas, and the plaza and park areas dedicated to the Norwalk Transit Village community. The irrigation system shall be designed and constructed to meet and/or exceed model water efficient landscape ordinances (MWELO). The following additional standards shall apply:

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

2.10 SIGNAGE

Signs will announce the presence of the Norwalk Transit Village, welcome visitors and residents, and help users navigate the Specific Plan area. The sign development standards are intended to maximize the identification of NTVSP as a distinct location in a way that complements the overall image of Norwalk.

All signs proposed within the Specific Plan area will be governed by a comprehensive sign program that will provide internal consistency in design style and direction for placement and size of signs, including a standardized wayfinding program. The comprehensive sign program shall also include provisions that ensure that lighting from signs shall not significantly intrude upon or impact adjacent residential uses. The comprehensive sign program will be submitted after

approval of the Specific Plan for review and approval by Director of Community Development pursuant to Chapter 6, Implementation, as a part of the ministerial review and approval process.

The following standards shall apply:

1. The base calculation for wall signs shall be two square feet of signage per linear foot of building frontage.
2. Capital letters shall not exceed a height of 18 inches. Lowercase letters shall not exceed a height of 18 inches. When using a logo, logo size should not exceed 24 inches. Two rows of letters shall not exceed 36 inches.
3. Blade sign structure incorporated into buildings must be installed with individual aluminum fabricated dimensional halo channel letters mounted to a vertical blade sign. With a max sign area of 75 square feet (per side).
4. The sign area of a monument sign shall not exceed 1.5 square feet for each foot of street frontage. Sign placement shall not exceed a maximum of one for every 150 linear feet of street frontage. Signs shall be at least 7.5 feet from interior lot lines. Monument signs shall be a maximum of 8 feet high with a maximum 18-inch base and should not be a hazard to pedestrian or vehicular traffic. Sign content shall be limited to tenant names (with no more than two rows of letters).
5. Commercial building signage shall be limited to channel letters, reverse channel letters, or other decorative forms of signage approved by Director of Community Development. Cabinet or box signs on walls are expressly prohibited. Pole signs are prohibited.
6. The sign sizes and locations shall be compatible with the design of the building to provide visibility to the public streets and visibility for pedestrians.
7. For live-work signage, a one-foot by two-foot sign listing the business is permitted on live-work units. All other signage is not allowed, including signage on the inside of the units that can be viewed through the front window.

2.11 LIGHTING

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

safety. The following lighting standards apply:

1. Lighting within the Specific Plan Area shall be directed to driveways, walkways, and parking, and away from adjacent properties and public rights-of-way.
2. Outside of "public" areas of the Plan Area, lighting temperatures shall not exceed 3,000 Kelvin.
3. The pedestrian lights should have a relatively low wattage light source in the warm (yellow) color range (close to 3,000 Kelvin).
4. Pedestrian-scaled pole lighting shall provide a minimum of one (1) foot-candle in all public areas.
5. Storefront or restaurant entries shall be illuminated.
6. Outdoor lighting shall be shielded to prevent glare on adjacent properties.
7. Energy-efficient light bulbs shall be used to minimize environmental impacts.
8. Pedestrian-scale decorative street lighting in sidewalks shall have a maximum spacing of 80 feet on-center. Light sources should be 12 to 14 feet above finished grade.
9. Site lighting requirements shall be one (1) foot-candle per square foot to lower the amount of light that spills across the site.
10. Lighting fixtures shall be integrated into the landscape to facilitate safe pedestrian circulation.
11. Full-cutoff fixtures shall be used in landscape lighting. Excessive lighting shall be avoided.

2.12 FIRE STANDARDS

1. All-weather fire department access shall be provided.
2. Vehicular access to all required fire hydrants must be provided and maintained as serviceable throughout construction.
3. Provide fire-department- or City-approved street signs and building access numbers prior to occupancy.
4. All residential and mixed-use buildings over 5,000 square feet shall have sprinkler systems.
5. A Knox box or other access provisions shall be provided through all gates.
6. Approval from the fire department is required prior to issuance of building permits.

2.13 TRASH AND RECYCLING

TRASH

Any planned trash and recycle centralized locations for multifamily buildings, attached townhomes, detached townhomes, stacked flats, and commercial uses will be approved by the Development Director prior to issuance of the first building permit.

Trash and recycling areas serving multifamily or commercial buildings shall either be enclosed within a building or constructed of solid masonry material with a decorative exterior surface finish compatible with the main structure. The walls shall be a minimum of six feet in height.

All centralized trash and recycling areas shall include a four-inch concrete pad.

COLLECTION AND LOADING OF RECYCLABLE MATERIALS

Any recycling area(s) shall be located so they are at least as convenient as the location(s) where solid waste is collected and loaded. Whenever feasible, recyclable materials should be adjacent to or incorporated within the trash collection areas.

Each recycling area within a multifamily residential development shall be no greater than 500 feet from each living unit.

2.14 OFF-ROAD CONSTRUCTION EQUIPMENT STANDARDS

An off-road construction equipment plan shall be approved by the Community Development Director prior to the issuance of the first grading permit for the project. The off-road construction equipment plan must confirm that the construction health risk posed by the fleet of off-road construction equipment to be on-site to construct the project would be less than the South Coast Air Quality Management District's (SCAQMD) threshold of 10 in one million. The off-road construction equipment plan may include, but not be limited to: the use of equipment that meets EPA Tier 4 engine standards; alternatively-fueled equipment (i.e., non-diesel); the use of added exhaust devices; or a combination of measures, provided that these measures are approved by the Community Development Director and demonstrated to result in a construction health risk of less than the SCAQMD threshold of 10 in one million.

2.15 DESIGN GUIDELINES

Open Space Design Guidelines

General Open Space Design

The design of common open spaces should prioritize attractive landscaping, materials, and amenities that provide a variety of opportunities for interaction, gathering, unstructured play, and general use.

Location

Private outdoor spaces should be strategically placed as an integral part of the development, rather than being relegated to "leftover" spaces.

Community Rooms

If community rooms are included in the plans, they should be located adjacent to outdoor spaces for easy access.

Landscaping

The use of appropriate plantings that are in scale with the space should be a priority. This includes selecting plants that are appropriate to the local climate and require minimal irrigation.

Irrigation

Automatic drip irrigation systems should be implemented, with the understanding that hand-watering during winter may be necessary. Quick couplers and hose bibs should also be provided for convenience.

Amenities

Outdoor spaces should be equipped with various amenities, including benches, trash receptacles, bike racks, and lighting. Where canopy trees are not feasible, alternative forms of shade, such as pergolas, trellises, sunshades, or arbors, should be provided. At designated dog areas or lawn areas, dog stations must be installed.

Lighting

Lower-height pedestrian lighting should be provided. All lighting should consider dark sky design guidelines.

Maintenance

The design of outdoor spaces should take into consideration the ongoing maintenance needs of planters, irrigation, hardscaped areas, amenities, and storage.

Drainage

Drainage systems should be directed from private outdoor spaces either through underground systems or alternative systems that are integrated with the overall storm drainage system of the development and consistent with the Drainage Plan outlined in the Appendix.

Blank Walls

Blank walls should be avoided within the perimeter of the courtyards to enhance the aesthetic appeal of the space.

2.16 DEFINITIONS

This section provides definitions for the Development Standards, which shall supersede any conflicting definitions found elsewhere in the Zoning Code. The definitions presented herein are intended to ensure consistency and accuracy in the application and interpretation of the Specific Plan regulations.

Residential density is calculated as the total number of residential dwelling units divided by the gross lot area in acres. Fractional units shall be rounded to the nearest whole number when determining the maximum allowable number of units is measured as the total number of residential dwelling units divided by the gross lot area in acres. When determining the maximum allowable number of units fractional units shall be rounded to the nearest whole number.

Apartment means a building containing multiple residential units. Apartments are typically occupied on a rental basis.

Townhome means a single-family residential unit of three stories that is connected to a similar unit by a common wall. Townhome may also mean row town, town house

Height, structural means the vertical measurement from the highest point of the structure (excluding any projections which this title expressly authorizes above the maximum height) to the closest finished grade. For properties with a sloping grade, the maximum allowable height shall be measured as the vertical measurement from the closest sloping finished grade to an imaginary plane located the allowed number of feet above and parallel to the finished grade at the time of project submittal.

Lot area, gross is defined as the total horizontal area within the property lines of a lot.

Floor area ratio means the gross floor area of all buildings and structures on the lot divided by the total lot area.

Floor area, gross means the sum of the horizontal areas of each floor of a building, measured from the interior faces of the exterior walls or from the centerline of walls separating two buildings, but not including underground parking, uncovered steps, or exterior balconies.

Permeable site area is the horizontal area of a lot free of any structures, impermeable pavement, or features that would prevent the infiltration of water into the ground. For the purposes of this section pavement shall be considered permeable if it has an effective porosity of 15% or more across all components of the pavement assembly.

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3. Circulation and Mobility

3.1 REGIONAL ACCESS

Regional access to the Specific Plan area is provided primarily by the Interstate 5 Freeway, located approximately a half mile to the south. In addition, the 605 and 105 Interstate Freeways are located approximately 2.3 miles to the west of the Specific Plan area.

The Specific Plan area is accessed via Bloomfield Avenue to the west and is essentially landlocked by residential uses to the north and south and Zimmerman Park to the east. A new signalized entry and two non-signalized entries are planned off Bloomfield Avenue for vehicular access. The northern non-signalized entry will be right-in/right-out only while the southern non-signalized entry will only have restricted access for left-out movements.

Bloomfield Avenue is classified as a Major Highway in the City of Norwalk General Plan Circulation Element but is not improved to its full width. Improvements planned as part of the Specific Plan implementation will be minor in nature, including the following:

- Roadway dedication
- New or modified driveways into the Planning Areas, which will require encroachment permits within City rights-of-way.
- Modifications to the raised median to allow full turn movements into the site.
- Streetscape improvements such as landscaped parkways, pedestrian walkways, bus transit stops, street furniture, and widened pedestrian zones will be provided.

The Major Highway classification provides for five to six traffic lanes within a 100-foot right-of-way and an 80-foot paved, curb to curb width. Bloomfield Avenue is a four-lane divided right-of-way adjacent to the Specific Plan area. At this location, the roadway presently provides two vehicular travel lanes in each direction with a raised landscaped median. Parking is prohibited along both sides of the street, and the posted speed limit in the vicinity is 40 miles per hour (mph).



3.2 STREET SECTIONS

Streets in the Norwalk Transit Village Specific Plan include lane widths of 10 feet which are appropriate in urban areas and provide safety without impacting traffic operations. In addition, parking lane widths of 7–9 feet are recommended.

The site will include 20 to 28 feet access roadway widths to accommodate fire apparatus access, with a minimum of 10 feet and a maximum of 30 feet from the access roadway to building face. Driving surfaces will be capable of supporting fire apparatus as required by fire code.

Access to the Specific Plan Area and the proposed internal circulation system are shown on Figure 3-1 Vehicular Circulation Concept. Internal circulation will be provided by a series of east-west and north-south roadways. The location and size of proposed street sections is conceptual in nature and will be determined at the time of final tract map approval.

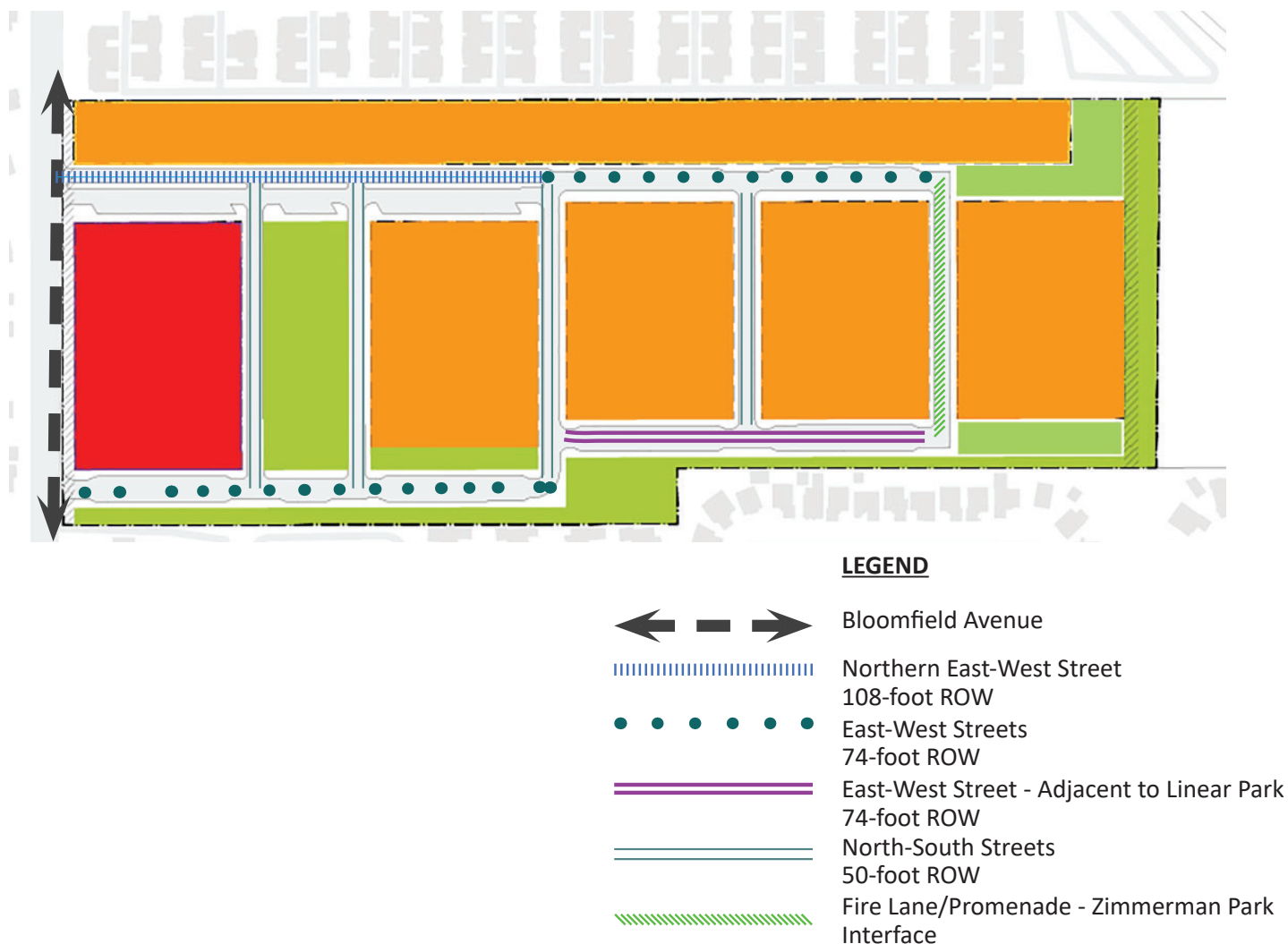


Figure 3-1 Vehicular Circulation

3.2.1 NORTHERN EAST-WEST STREET - 108-foot public right-of-way

The northern east-west street adjacent to Planning Areas 1, 2 and 8 is a 108-foot public right-of-way which includes a ten-foot center median, two ten-foot travel lanes in each direction, one five-foot Class II bike lane in each direction, twenty-foot angled parking on the south side of the street, one six-foot parkway on each side of the street, and eight-foot sidewalks on both sides of the street. This design allows for forty percent permeability.

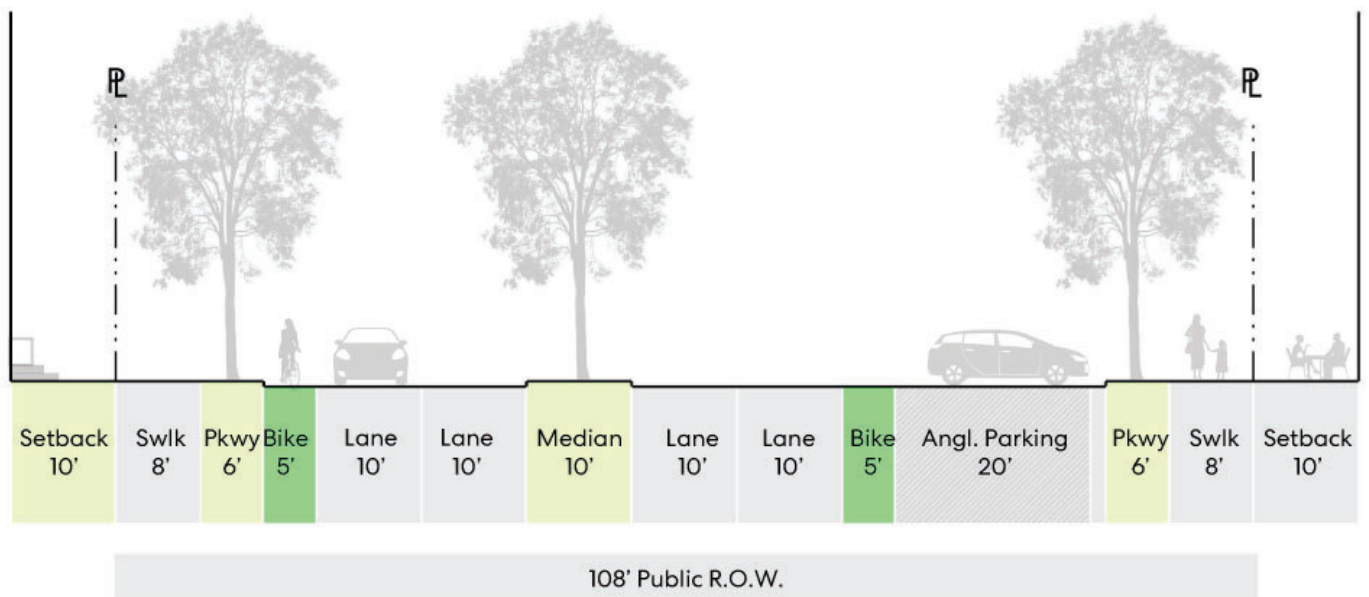
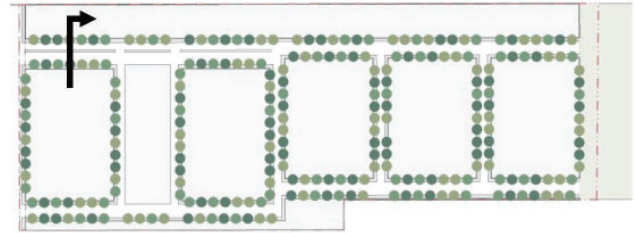


Figure 3-2 Northern East-West Street - 108-foot Right of Way

3.2.2 NORTHERN EAST-WEST STREET - 74-foot public right-of-way

The northern east-west street adjacent to Planning Areas 3, 4 and 5 is a 74-foot public right-of-way which includes one ten-foot travel lane in each direction, one six-foot Class II bike lane in each direction, an eight-foot trail on the south side of the street, a four-foot parkway on the south side and a six-foot parkway on the north side of the street and eight-foot sidewalks on both sides of the street. This design allows for forty-nine percent permeability.

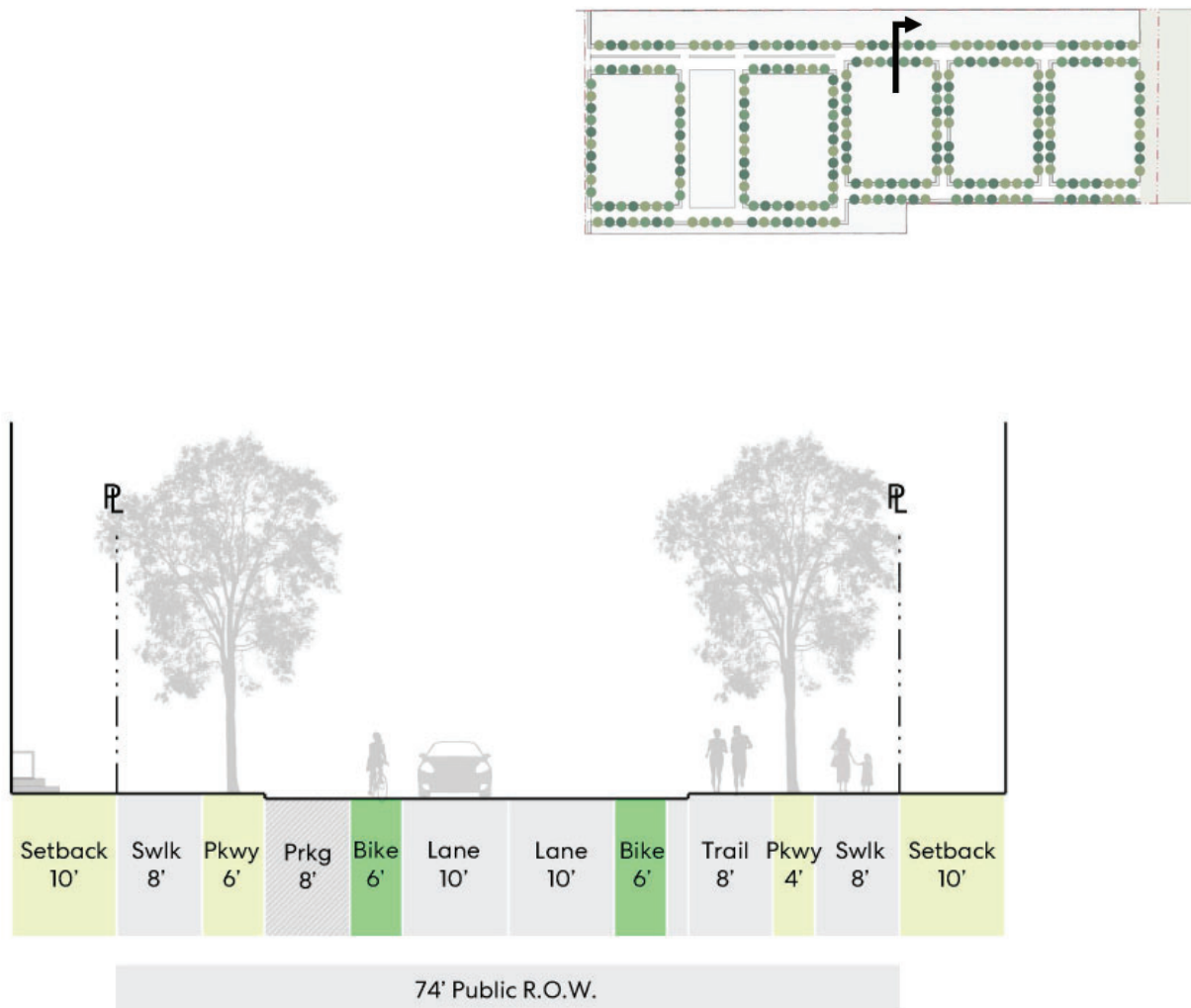


Figure 3-3 Northern East-West Street - 74-foot Right of Way - Northern

3.2.3 SOUTHERN EAST-WEST STREET - 74-foot public right-of-way

The southern east-west street adjacent to Planning Areas 3, 4 and 5 is a 74-foot public right-of-way which includes one ten-foot travel lane in each direction, one five-foot Class II bike lane in each direction, parallel parking, one six-foot parkway and one eight-foot sidewalk on each side of the street, and a green buffer of varying width on the south side of the street. This design allows for fifty-six percent permeability.

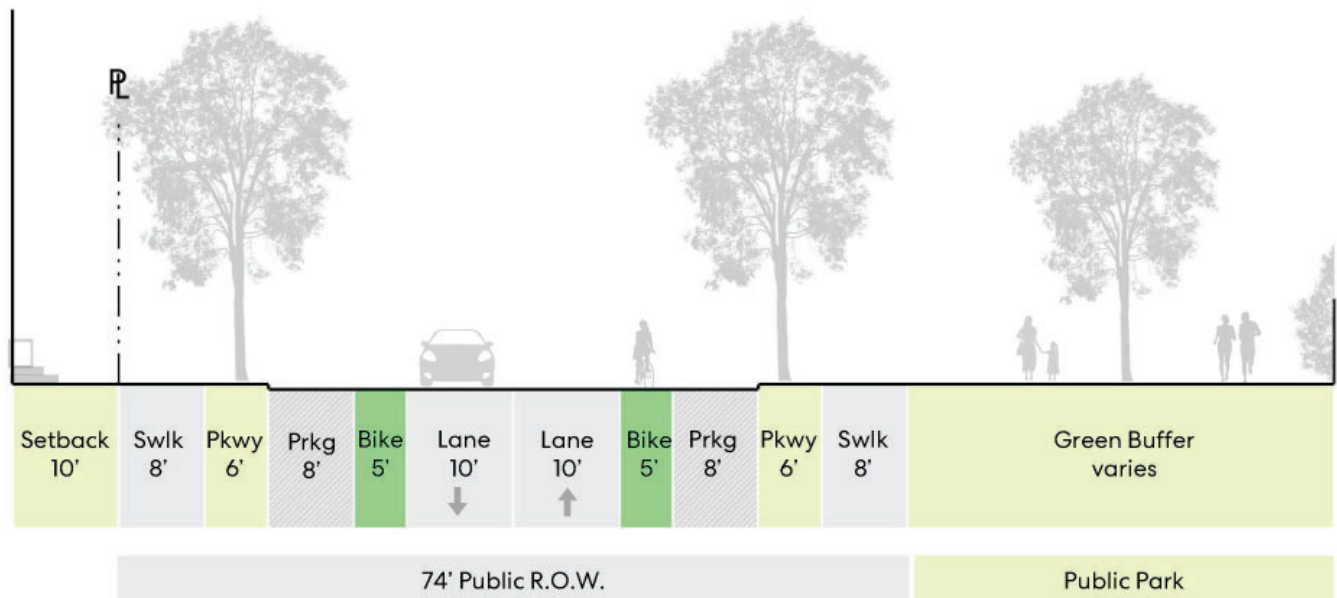
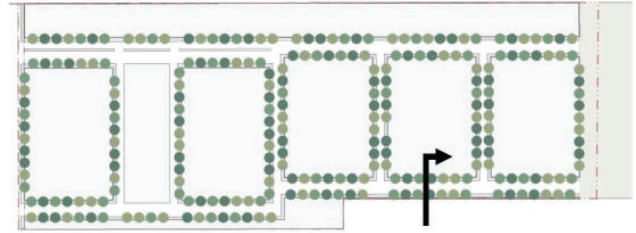


Figure 3-4 Southern East-West Street - 74-foot Right of Way - Southern

3.2.4 NORTH-SOUTH STREET - 50-foot public right-of-way

The north-south street is a 50-foot public right-of-way which includes one ten-foot travel lane shared with Class III bike lanes in each direction, parallel parking on the south side of the road, and one six-foot parkway and five-foot sidewalk on each side of the road. This design allows for forty-six percent permeability.

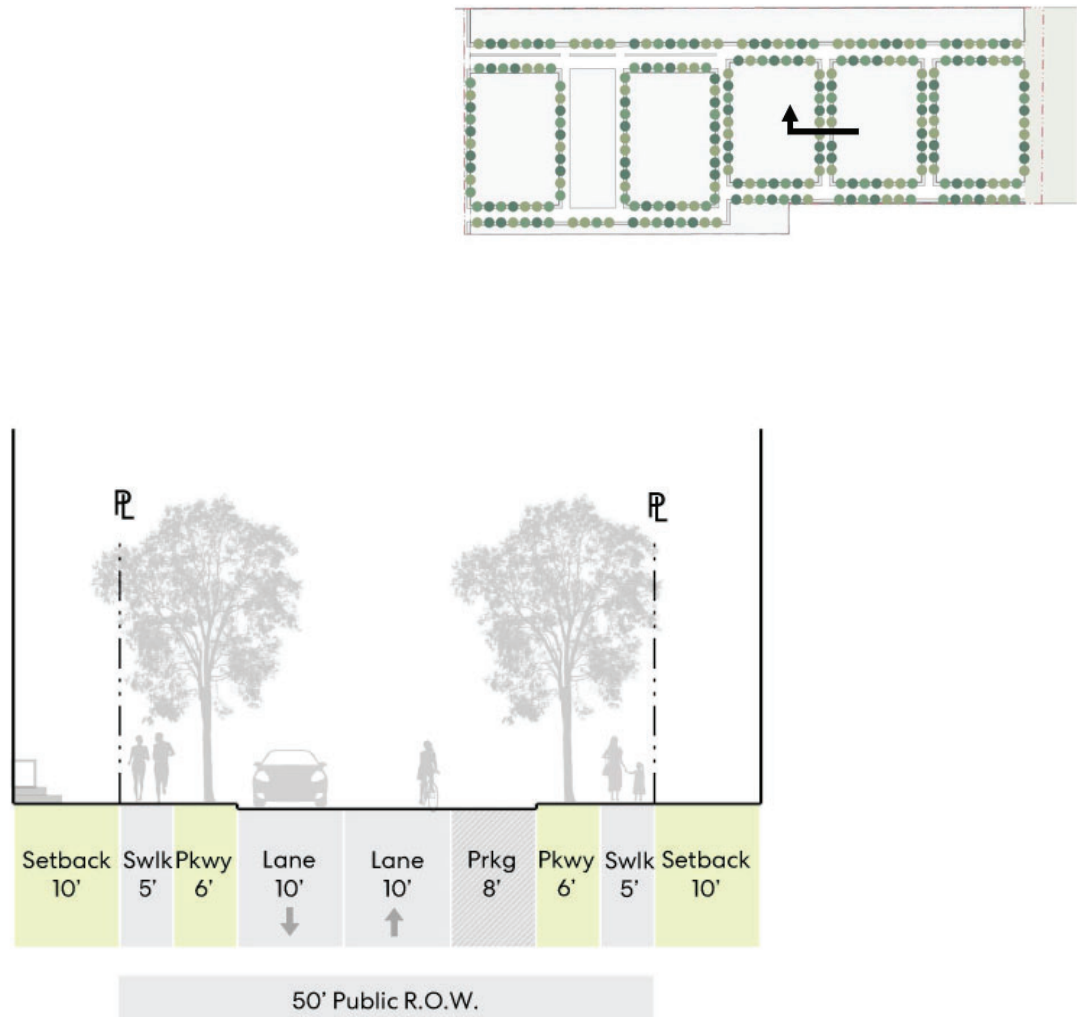


Figure 3-5 North-South Streets - 50-foot Right of Way -

3.2.5 PROMENADE/FIRELANE -INTERFACE WITH ZIMMERMAN PARK

A 28-foot fire lane/pedestrian promenade is located to the east of Planning Area 5. This public frontage, which includes a drainage easement and parkway area, ranges from 52 to 65-feet in width.

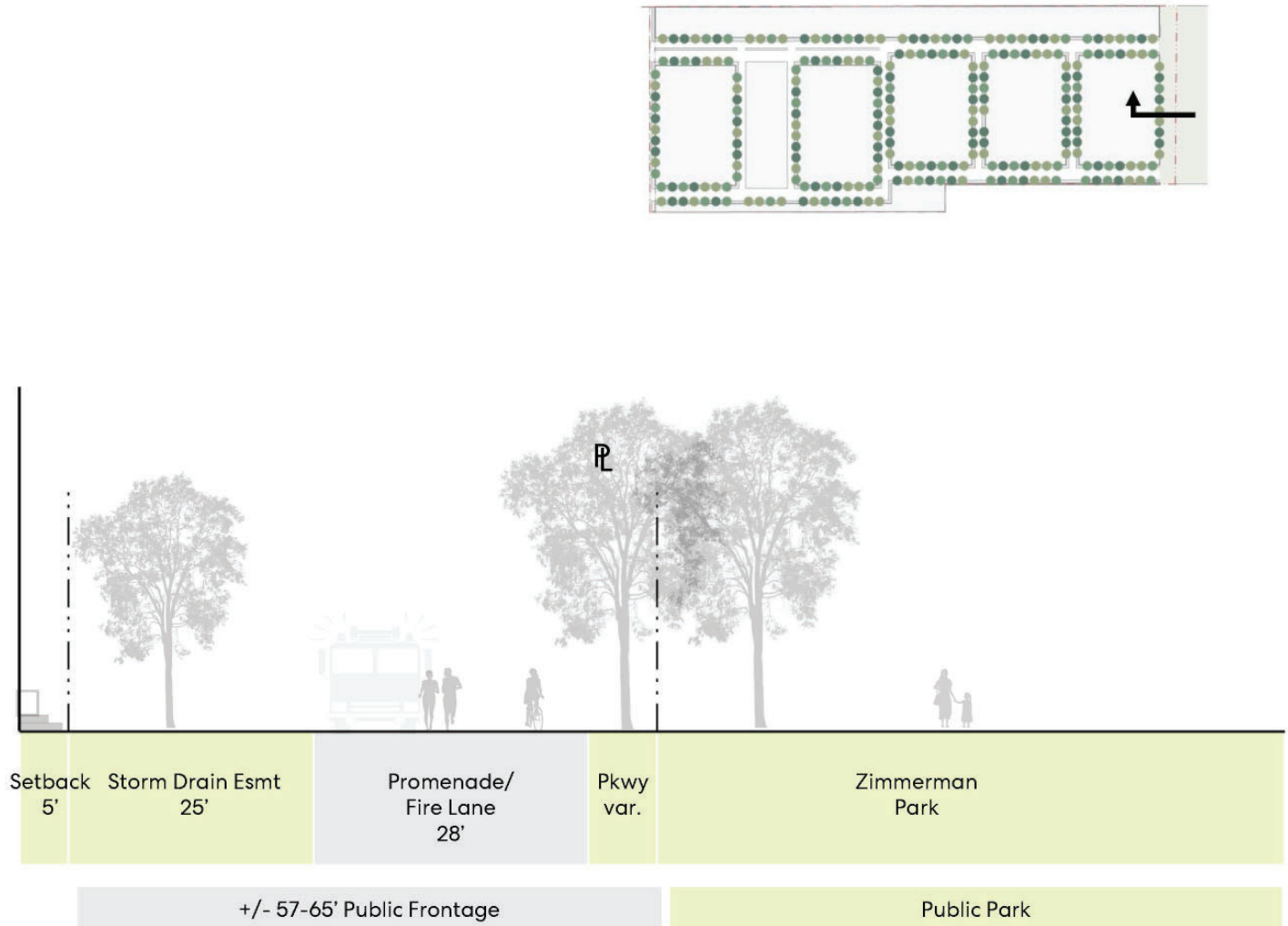


Figure 3-6 Easterly Promenade/Fire Lane Frontage to Zimmerman Park

3.3 PEDESTRIAN AND BICYCLE CIRCULATION

One of the NTVSP goals is to reduce the reliance on single occupant passenger vehicles, and as such the site design aims to maximize pedestrian and bicyclist connectivity between the diverse uses within the Specific Plan Area and to the greater Norwalk area. Class II and III bike lanes are included within all roadways and will connect to the existing and future city-wide bicycle system.

Pedestrian circulation will be provided throughout the Specific Plan Area via walkways and linear parks. Pedestrian crossing shall be provided between all Planning Areas as well as at the proposed traffic signal on Bloomfield Avenue. The routing of pedestrian and bicycle circulation is conceptually shown in Figure 3.3, Multi-Modal Circulation Concept. The location of proposed pedestrian and bicycle circulation is conceptual in nature and will be determined at the time of final tract map approval.

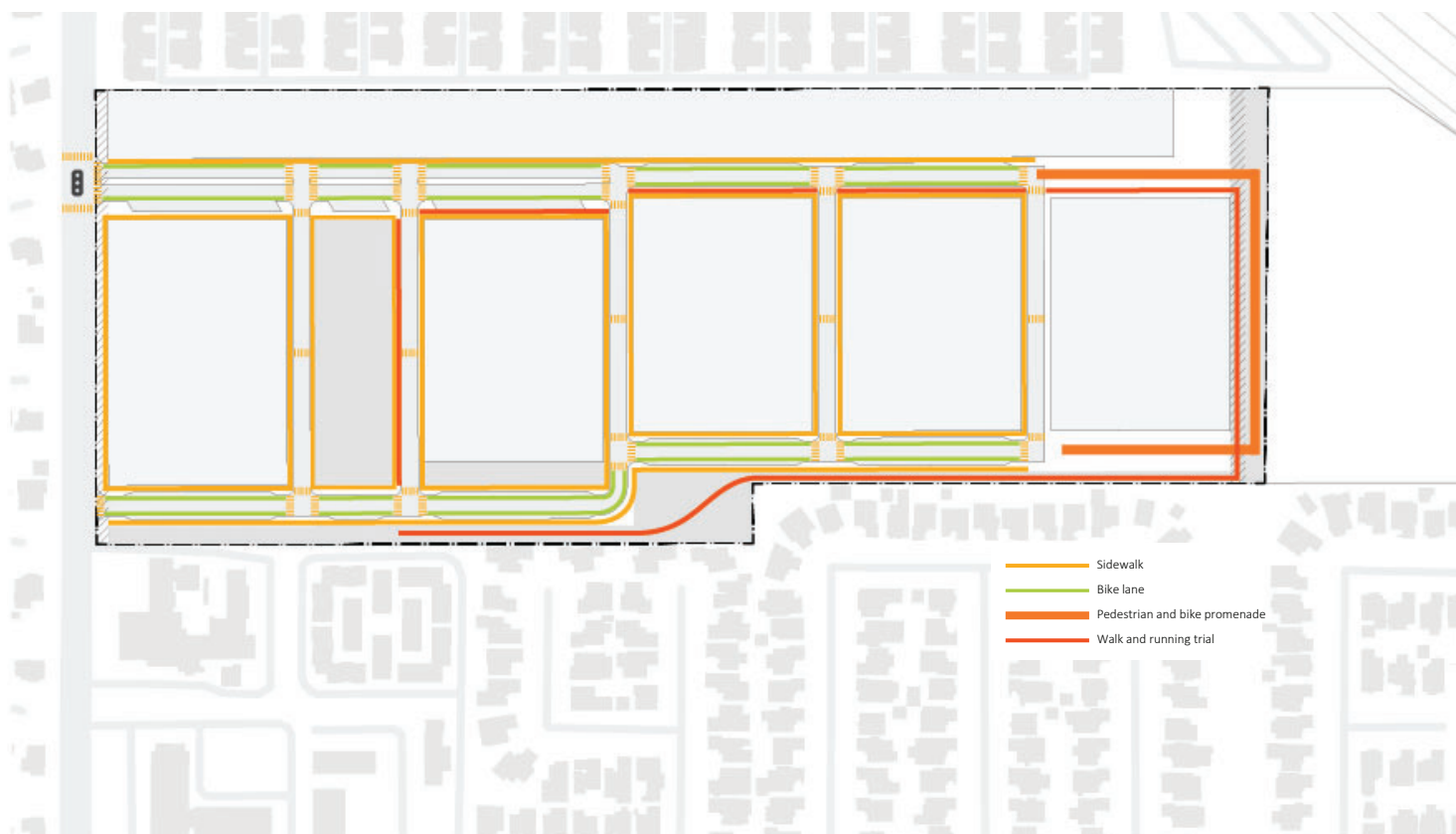


Figure 3-7 Pedestrian and Bicycle Circulation

3.4 ACCESS TO TRANSIT

The NTVSP enjoys proximity to the Norwalk-Santa Fe Springs Metrolink Station, which is approximately 0.2 miles from the Specific Plan area (or a 0.5-mile walking distance).

The Norwalk Transit System (NTS) offers seven fixed routes serving Norwalk and the surrounding communities, including Artesia, Bellflower, Cerritos, La Habra, La Mirada, Santa Fe Springs, Whittier, and Unincorporated areas of Los Angeles County. The Specific Plan area is located directly on Route 3: Gateway Plaza, Norwalk & 166th of the NTS. NTS can be used to access two other transit stations: The Norwalk Greenline Station and The Los Angeles Metro - Norwalk Station.

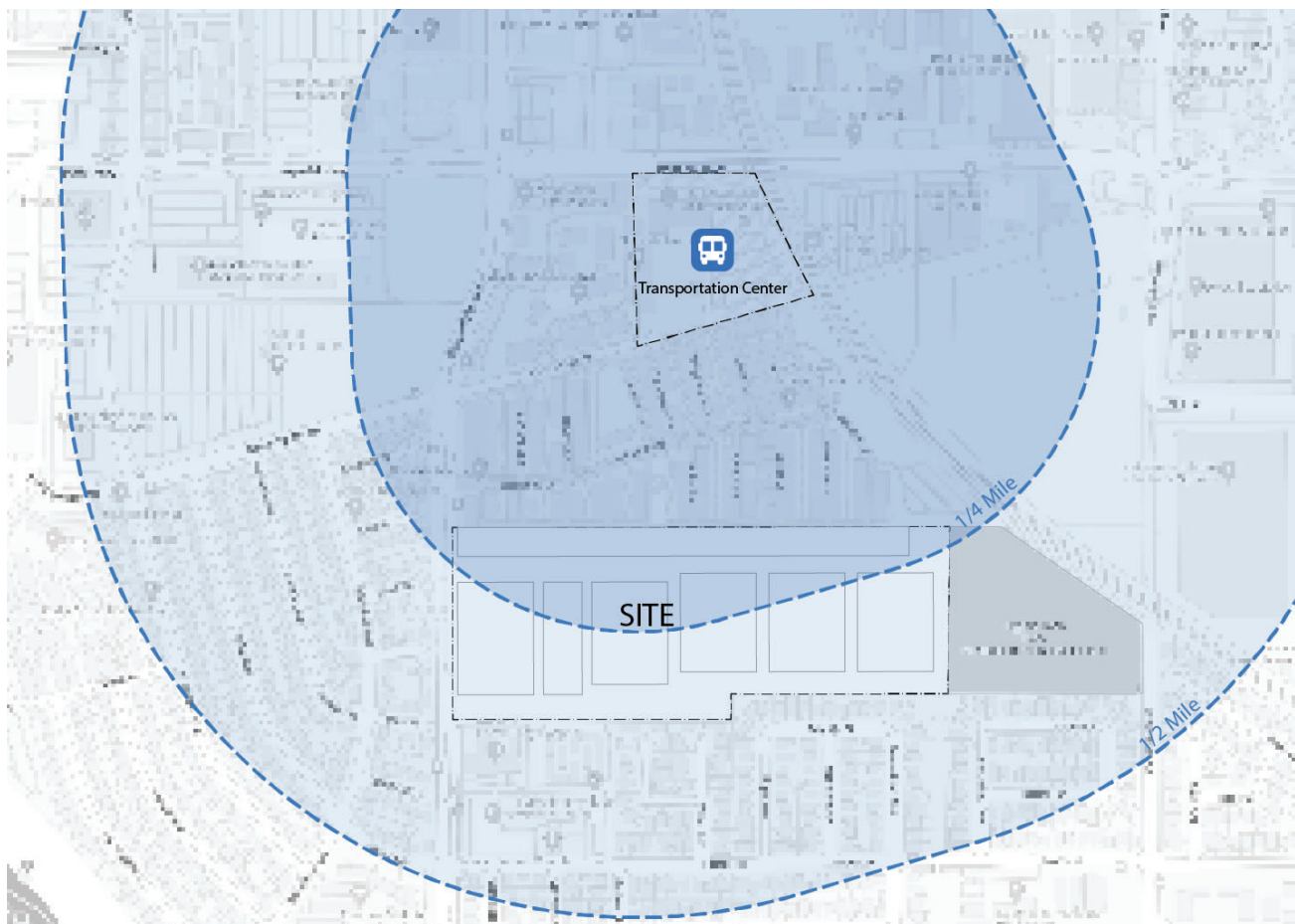


Figure 3-8 Transit Access

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4. INFRASTRUCTURE AND PUBLIC SERVICES

4.1 INFRASTRUCTURE AND UTILITIES

Ensuring the NTVSP is served by adequate infrastructure is critical to the successful implementation of the plan and future development of the area.

4.1.1 Domestic and Reclaimed water

Golden State Water Company (GSWC) is the domestic water service provider for the Specific Plan area while Liberty Utility is the water service provider for Zimmerman Park. Central Basin Municipal Water District Provides reclaimed water to the area. Existing 12" domestic water lines and existing 12" reclaimed water lines are present in Bloomfield Avenue Avalon.

Construction of new, on-site water distribution lines are required to serve the new buildings and facilities in the Specific Plan area. New 12" domestic water lines will be installed concurrently with street improvements. Connections to buildings for potable and fire protection water will be made prior to certificate of occupancy. Water for irrigation and proposed water features will come from reclaimed water. New 6" reclaimed water infrastructure will be installed with street improvements.

Development within the Specific Plan area would result in a demand of approximately 202 Acre Feet per year (AFY) for domestic water and 15 AFY for reclaimed water. It is anticipated that the Specific Plan area will be adequately served by available water supplies from existing entitlements and resources. A Water Supply Assessment (WSA) was prepared in accordance with Senate Bill 610 (SB 610) to analyze the anticipated water demand and to determine that existing water supply sources and facilities can accommodate such demand.

4.1.2 Wastewater

The Los Angeles County Sanitation Districts (LACSD) operates and maintains the wastewater system that serves the Specific Plan area. The on-site system will include a sewer lift station and will be designed to pick up sanitary flows from points of connection at each building to a new 8" sewer main to be installed concurrent with street improvements. The existing 8" trunk sewer within Zimmerman Park to the east will remain. Connections to buildings will be made prior to certificate of occupancy. Stormwater Collection

The local storm drain infrastructure is owned and maintained by the Los Angeles County Flood Control. An existing 93" storm drain runs north to south along the eastern property line. New 18" to 36" stormwater collection drains will be installed concurrent with street improvements. A 96" solid pipe detention basin system with 22,716 cubic foot capacity will be installed in the street at the southeast portion of the site.

4.1.3 Water Quality

Improvement of water quality is a critical issue for all development. Local, State, and Federal laws include requirements for the treatment of storm water runoff to reduce pollutants entering the environment. Opportunities for large-scale water quality improvements (such as storm water basins) in urban areas are limited. Best Management Practices (BMPs) are structural or engineered devices and systems used to treat storm water runoff before it is discharged into a drainage system (storm drain or channel). BMPs appropriate for an urbanized setting may include the following menu of items, which will be refined as part of a Standard Urban Stormwater Mitigation Plan (SUSMP).

- **Permeable Pavement:** Permeable pavements contain small voids that allow water to pass through to a gravel base. They come in a variety of forms; they may be a modular paving system (concrete pavers, grass-

pave, or gravel-pave) or poured in place pavement (porous concrete, permeable asphalt).

- **Biofiltration/Bioretenction:** Bioretention storm water treatment facilities are landscaped shallow depressions that capture and filter storm water runoff. These facilities function as a soil and plant-based filtration device that removes pollutants through a variety of physical, biological, and chemical treatment processes. Vegetated swales, filter strips, and planter boxes fall within this category.

Prior to issuance of grading permits for any implementing development project within the Specific Plan area, a SUSMP must be submitted for review and approval by the City. A preliminary SUSMP will be submitted as part of the entitlement process for individual development projects within the Specific Plan area; it will outline the required quantities of storm water required to be treated and the appropriate treatment methods. A final SUSMP will be submitted as part of final construction documents, which will describe the final selection of BMPs for the proposed development.

The County of Los Angeles adopted a low impact development (LID) storm water ordinance and manual in 2009. LID is a drainage strategy and concept that allows runoff from developed sites to closely mimic the runoff pattern and water quality of undeveloped sites. There is a hierarchy of storm water treatment methods that the County has established and new developments are required to utilize the highest method that is technically feasible. The treatment method hierarchy is as follows:

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

4.1.4 Green Infrastructure

The Specific Plan area will incorporate green infrastructure facilities into the street design. Traditional “gray” storm drain infrastructure (curbs, gutters, storm drain structures, and piping) channels runoff directly into receiving waters without treatment. As the runoff travels over impervious surfaces, it collects pollutants such as heavy metals, oils, grease, trash, etc. Over time, this leads to the pollution of local waterbodies. In contrast, green

infrastructure facilities are designed to mimic natural systems to capture, store and treat stormwater using specially designed landscape systems. Green infrastructure is designed to allow runoff to infiltrate into the ground, regenerating the water table, and reducing the overall load on existing stormwater facilities.

Green infrastructure also provides amenities with many benefits beyond water quality improvement and groundwater replenishment, including the reduction of flooding, creation of attractive streetscapes and habitats, and mitigation of the heat island effect.

4.1.5 Power

The Norwalk Transit Village Specific Plan area will rely solely on electricity for power. No natural gas will be used for heating, cooking, etc. Southern California Edison (SCE) maintains facilities along Bloomfield Avenue and along the southern property boundary. These facilities are expected to have adequate capacity to serve the development proposed in the Specific Plan. However, additional structures will be needed within the area due to the proposed electrical load that will require multiple transformers served from multiple switches. Based on detailed analysis as site plans are developed, a number of transformers will be required to support the electrical needs of the Specific Plan.

4.1.6 Solar

Solar, or Photovoltaic Panels, will be provided per the California Green Building Code in effect at the time of building permit application(s).

4.1.7 Solid Waste and Recycling

The developers/operators of each Planning Area shall coordinate with the City’s waste hauler for the collection, disposal, and recycling of solid waste. A comprehensive recycling plan shall be included with each development plan submittals prior to the City’s issuance of a building permit approval. The comprehensive recycling plan shall consist of a general recycling program for all uses including the separation of organic waste. The recycling program shall specifically require the incorporation of permanent, clearly marked, durable, source-sorted recycling bins for all structures. The bins shall be continuously maintained to ensure proper operation and adequate access.

Recycling will also extend to construction activities. All construction debris may be recycled in a practical, accessible manner, to the extent feasible, during the construction phase of any Planning Area. Compaction facilities for non-recyclable materials shall be provided for every occupied commercial building greater than 20,000 sf in size to reduce both the total volume of solid waste produced and the number of truck haul trips required for collection, to the extent feasible.

4.1.8 Telecommunications Facilities

Telecommunications services will be provided onsite by one or many local purveyors.

4.2 GRADING

The Norwalk Transit Village Specific Plan Site grades from east to west with a shallow slope of approximately 0.2 to 0.4 percent. The design aims to reduce earth import. Approximately 60,510 cubic yards of import is anticipated over the course of construction for the total development of the Specific Plan area, which is anticipated to occur intermittently over a 3-month period during the grading/site preparation phase.

4.3 PUBLIC SERVICES

4.3.1 Fire protection

The County of Los Angeles Fire Department (LACFD) provides fire protection services to the City, and the Specific Plan area. There are several primary fire stations that provide both fire and emergency medical services to the City, with two of the stations located within Norwalk's boundaries. The Specific Plan area is within the service area of Fire Station 20, which provides fire and rescue services and safe haven services. The nearest fire station is Fire Station #20, located at 12110 Adoree St, Norwalk, CA 90650, approximately 0.6 miles west of the Specific Plan area.

The LACFD uses national guidelines of a 5-minute response time for the first-arriving unit for fire and Emergency Medical Services (EMS) responses and 8 minutes for the advanced life support (paramedic) unit in urban areas. In 2022, the LACFD confirmed Fire Station #20 met established response times with an emergency response of 4 minutes.

Development in the Specific Plan area is required to comply with LACFD requirements for emergency access, fire-flow, fire protection standards, fire lanes, and other site design/building standards. Additionally,

all future development within the Specific Plan area would be subject to compliance with the existing regulations specified in the California Fire Code, California Building Code, International Fire Code, the Norwalk Municipal Code (Municipal Code), and specific fire and life safety requirements in effect that the time of building fire plan check.

4.3.2 Law enforcement

The Los Angeles County Sheriff's Department (LASD) provides police protection services to the Norwalk. The Specific Plan area is within the service area of the Norwalk Sheriff's Station, which provides police services to Norwalk and La Mirada, South Unincorporated Whittier, and East Unincorporated Whittier. The Specific Plan area would be served by the Norwalk station located at 12335 Civic Center Dr, Norwalk, CA 90650, approximately 0.26 miles west of the site.

Implementation of the Specific Plan would introduce additional residents, employees, and visitors to the area, which would incrementally increase the demand for police services. Although the Specific Plan would introduce additional residents and employees to the area, it is not anticipated that this increase would have the capability to result in a substantial adverse impact to police services or require the need for new or additional police facilities. Implementation of the Specific Plan would be consistent with the land uses anticipated for the area and are not anticipated to result in a substantial increase in demand on police services provided by LASD.

4.3.3 Schools

The Specific Plan area is located in the Norwalk-La Mirada Unified School District. Developer fees are levied by the pursuant to the provisions of Section 17620 of the Education Code, as well as Sections 65995 and 66001 of the Government Code. Any residential or commercial/industrial construction project within the School District boundary may be subject to the fee.

Based on the District's 2021 Residential and CID Development School Fee Justification Study the anticipated student generation for the 770 residential units in the Specific Plan area is outlined in Table 5.1, Student Generation.

Table 5.1 Student Generation

Grades	Generation Rate (MF units)	Students
Elementary	0.1954	150
Middle	0.0998	77
High	0.1341	103
Total		331

The closest schools to the Specific Plan area include the following:

- Moffitt Elementary School at 13323 South Goller Avenue, Norwalk, CA 90650
- Waite Middle School at 14320 S. Norwalk Boulevard, Norwalk, CA 90650
- John Glenn High School at 13520 Shoemaker Avenue, Norwalk, CA 90650
- Southeast Academy at 12940 E Foster Road, Norwalk, CA 90650

Residential, commercial and hotel uses will pay statutory school mitigation fees at the time of building permit.

4.3.4 Libraries

The closest libraries to the Specific Plan area include the following:

- Norwalk Library at 12350 Imperial Hwy., Norwalk, CA 90650
- Alondra Library at 11949 Alondra Blvd, Norwalk, CA 90650

5. ADMINISTRATION AND IMPLEMENTATION

5.1 ADMINISTRATIVE PROCEDURES AND REVIEW

Approval of the NTVSP indicates acceptance by the Norwalk City Council of the NTVSP's framework for the development of the plan area. Project approvals may include, among other entitlements, a Development Agreement (DA) between the developer and the City of Norwalk. The NTVSP supplemented by the DA establish the standards and regulations that constitute the zoning for the plan area and regulates development within the area. The Specific Plan provisions shall take precedence over the requirements of the zoning code of the Norwalk Municipal Code (NMC). If not specifically addressed in the NTVSP, the applicable provisions of the NMC shall apply.

The provisions of the Specific Plan shall be enforced as follows:

1. The Director of Community Development shall be the City administrator responsible for enforcing the regulations, site development standards, and procedures set forth in the Specific Plan.
2. The Director of Community Development shall have the administrative authority for interpretation related to the enforcement of the Specific Plan. The Director of Community Development may submit his/her interpretations for review by the Planning Commission. Decisions of the Planning Commission shall be subject to appeal to the City Council.
3. In the event of any ambiguities or silence on a particular topic that cannot be resolved through the provisions of this Specific Plan, other sections of the City of Norwalk General Plan and Zoning Ordinance shall guide interpretations of this Specific Plan.

5.2 TYPE OF REVIEW PROCEDURES

Approval of development within the NTVSP shall be subject to the review authority and review processes set forth in this Section. If there is any conflict between the provisions of this Specific Plan and Chapter 1 of Article IX of the NMC, the provisions of this Specific Plan shall control.

Unless otherwise set forth below, to be valid, any appeal must be filed with the City Clerk within fifteen (15) days of the decision upon which the appeal is made. All decisions shall automatically become final unless a valid appeal is timely received.

The following types of applications shall be reviewed and acted upon as listed in Table 5.1.

The Specific Plan shall be administered by the City Council, the Planning Commission, and the Director of Community Development (each a Review Authority as set forth in Table 5.1).

Table 5.1: Review Authority

Type of Application	Community Development Director Ministerial Approval ³	Planning Commission discretionary approval ¹	City Council approval (after Planning Commission recommendation)
Conditional Use Permit		■	
Transportation Demand Management Plan	■		
Amendments to Approved Sign Program ³	■		
Minor Exceptions	■		
Specific Plan Amendments			■
Substantial Conformance Change	■		
Precise Development Plan Review ²	■		
Sign Plan ³	■		
Special Event Permits	■		
Temporary Use Permits	■		
Variance		■	
Interpretations	■		

1 All decisions of the Planning Commission may be appealed to the City Council.

2 Any subsequent amendment to the site plan shall be subject to the provisions of Section 5.2.5 below.

3 No public hearing is required.

5.2.1 Interpretation

Although every effort has been made to include provisions in this Specific Plan that are clear, there may be a need to interpret provisions in light of specific and unusual conditions. When such interpretations are necessary, the Director of Community Development shall be responsible for the interpretation of the provisions of the Specific Plan, with the right of appeal to the Planning Commission and City Council.

The Director of Community Development has the authority to interpret any provision of this NTVSP, consistent with the requirements of Section 9172.24 Interpretation Procedures. Whenever the Director of Community Development determines that the meaning or applicability of any requirement is subject to interpretation, the Director of Community Development may issue an official interpretation. When used in this NTVSP, the words “shall” and “must” are always mandatory. The word “should,” as used in the design standards section of this plan, is not mandatory but is strongly recommended.

It is not intended that this NTVSP interfere with, abrogate, or annul any easement, covenant, or other agreement to which the City is a party. In accordance with state law, the provisions of this NTVSP shall control over duplicative and conflicting provisions of the Norwalk Municipal Code. In the event this NTVSP is silent as to a development standard or procedure, the provisions of the City’s zoning ordinance shall control.

5.2.2 Minor Exceptions

The Minor Exceptions procedure is established to grant minor relief from development standards, under limited circumstances, when the granting of such relief will provide for better design and function of the proposed structure, or addition to a structure. The Director of Community Development or his/her designee may approve a Minor Exception or deviation to the standards and land uses described herein, provided the Director conducts appropriate review under CEQA, if required, and makes the following findings:

1. The granting of the Minor Exception will result in design improvements, or there are space or other restrictions on the site which preclude full compliance with Specific Plan requirements;
2. The granting of the Minor Exception, with any conditions imposed, will not be materially detrimental to the public welfare or injurious to the property or improvements in the Specific Plan Area; and
3. The granting of the Minor Exception will not be contrary to the objectives of the Specific Plan.

Minor Exceptions may include:

- Building setback deviation – up to 10 percent.
- Height of fence or wall deviation – up to 10 percent.
- Projections into required setbacks – up to 10 percent.
- Building height increase – up to 10 percent.
- Reduction in off-street parking requirements – up to 10 percent.
- A decrease of not more than 5 percent of the total open space as provided from the first approved Site Plan Review.

Deviations to NTVSP development standards in excess of those cited in the subsection above as well as changes to the NTVSP permitted uses listed in the Development Standards section shall require a Specific Plan Amendment.

5.2.3 Specific Plan Amendments

Amendments to the Specific Plan shall be processed in accordance with the application provisions of state law provided in California Government Code sections 65450 et seq.

5.2.4 Conditional Use Permits

Conditional Use Permits shall be filed and processed per section 17.02.210 of the Norwalk Municipal Code.

5.2.5 Precise Development Plan Review

A Precise Development Plan Review application must be reviewed and approved to implement any project within this Specific Plan in accordance with Chapter 17.02.205 of the City of Norwalk Municipal Code. Subsequent modifications to the approved Site Plan shall be processed administratively by the Director of Community Development provided the changes substantially conform to the approved Site Plan (“Substantially Conforming Changes”). Substantially Conforming Changes are modifications and alterations to the type, location, placement, and design of the proposed structures and overall development within the NTVSP that (i) do not result in an increase in residential density, commercial square footage, and/or overall development intensity and (ii) do not trigger a Minor Exception or Specific Plan Amendment, as defined above. Substantially Conforming Changes to the approved Site Plan shall be considered ministerial and are not appealable. Substantially conforming changes should be construed liberally in the interest of providing maximum flexibility within the approved NTVSP development envelope and associated environmental impacts studied and disclosed in the EIR.

5.2.6 Special Event Permits

A Special Event or Use Permit may be granted to allow the occurrence of an event, activity, or use for a period of 4 or more days, but not exceeding 30 consecutive days, and no more than 60 days in any calendar year. Special Event Permits shall be filed and processed as an administrative Use Permit.

5.2.7 Temporary Use Permits

Temporary Use Permits shall be filed and processed in accordance with Chapter 17.04 of the Norwalk Municipal Code.

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