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Staff recommends City Council:

RESOLUTION NO. 24-58 - FINAL ENVIRONMENTAL IMPACT REPORT STATE CLEARING HOUSE NO. 2022070103 / RESOLUTION NO. 24-56 - GENERAL PLAN AMENDMENT NO. 2022-01 (2024-01) / RESOLUTION NO. 24-57 - ZONE CHANGE NO. 2022-01 (2024-02) / ORDINANCE NO. 24-1754 - ZONING TEXT AMENDMENT NO. 2022-02 (2024-04) TO ESTABLISH SPECIFIC PLAN AREA NO. 17, THE "NORWALK TRANSIT VILLAGE SPECIFIC PLAN"

a. adopt Resolution No. 24-58, A RESOLUTION OF THE CITY COUNCIL OF NORWALK ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR SPECIFIC PLAN AREA NO. 17, THE "NORWALK TRANSIT VILLAGE SPECIFIC PLAN" (SCH #2022070103), APPROVING A MITIGATION MONITORING AND REPORTING PROGRAM, AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS;

b. adopt Resolution No. 24-56, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NORWALK APPROVING GENERAL PLAN AMENDMENT NO. 2022-01 (2024-01) ADDING A SPECIFIC PLAN AREA LAND USE DESIGNATION AND CHANGING THE CURRENT DESIGNATION FROM INSTITUTIONAL (I) TO SPECIFIC PLAN AREA NO. 17;

- c. adopt Resolution No. 24-57, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NORWALK APPROVING ZONE CHANGE NO. 2022-01 (2024-02) TO RE-ZONE THE PROPERTY LOCATED AT 12300 BLOOMFIELD AVENUE FROM INSTITUTIONAL (I) TO SPECIFIC PLAN AREA NO. 17; and

- d. introduce by title only Ordinance No. 24-1754, AN ORDINANCE OF THE CITY OF NORWALK ADOPTING ZONING TEXT AMENDMENT NO. 2022-02 (2024-04) ESTABLISHING THE SPECIFIC PLAN AREA NO. 17, THE "NORWALK TRANSIT VILLAGE SPECIFIC PLAN", and schedule for adoption.

RESOLUTION NO. 24-58

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NORWALK ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (FEIR SCH #2022070103) FOR SPECIFIC PLAN AREA NO. 17, THE “NORWALK TRANSIT VILLAGE SPECIFIC PLAN,” APPROVING A MITIGATION MONITORING AND REPORTING PROGRAM, AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS

WHEREAS, the City has received General Plan Amendment No. 2022-01 (2024-01), Zone Change No. 2022-01 (2024-02), and Zoning Text Amendment No. 2022-02 (2024-04) to establish Specific Plan Area No. 17, the “Norwalk Transit Village Specific Plan,” at 13200 Bloomfield Avenue Norwalk, California, 90650 (“Subject Parcel”); also known as Assessor’s Parcel Number (“APN”) 8045-008-902; requests from The City of Norwalk (“Applicant”) to facilitate the development of a mixed-use development with up to 66,647 square feet of neighborhood commercial uses, 13,500 square feet of active commercial uses, a hotel with up to 150 keys, 770 residential units (40% of the units will be designated as “affordable,”) and 3.7 acres of open space; and

WHEREAS, Specific Plan No. 17, the “Norwalk Transit Village Specific Plan,” would allow for the redevelopment of the Specific Plan area as vibrant and interactive mixed-use development with open spaces; and

WHEREAS, pursuant to section 21067 of the Public Resources Code, and Section 15367 of the California Environmental Quality Act (“CEQA”) Guidelines (Cal. Code Regs., tit. 14, Sections 15000 *et seq.*), the City of Norwalk is the lead agency for the proposed Project; and

WHEREAS, based on the Initial Study, the City determined that an Environmental Impact Report (“EIR”) should be prepared because the Project may have a significant effect on the environment; and

WHEREAS, in accordance with State CEQA Guidelines Section 15082, on July 8, 2022, the City sent to the Office of Planning and Research and each responsible and trustee agency, and a 500-foot radius of property owners around the Project, a Notice of Preparation (“NOP”) stating that an EIR (SCH # 2022070103) would be prepared; and

WHEREAS, pursuant to Public Resources Code Section 21083.9 and CEQA Guidelines Sections 15082(c) and 15083, the City held one duly noticed Scoping Meeting on July 21, 2022, to solicit comments on the scope of the environmental review of the proposed Project; and

WHEREAS, a Draft EIR was prepared, incorporating comments received in response to the NOP; and

WHEREAS, in accordance with State CEQA Guidelines Section 15085, a Notice of Completion was prepared and filed with the Office of Planning and Research on February 2, 2024; and

WHEREAS, as required by State CEQA Guidelines Section 15087(a), on February 2, 2024, the City provided Notice of Availability of the Draft EIR, which was available for a 45-day public review period beginning on February 2, 2024 and extended to March 20, 2024; and

WHEREAS, during the public comment period, copies of the Draft EIR and technical appendices were available for review and inspection at Norwalk City Hall and Norwalk Library and the City also consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies, and others pursuant to State CEQA Guidelines Section 15086; and

WHEREAS, the City received numerous written comment letters on the Draft EIR; and

WHEREAS, pursuant to State CEQA Guidelines Section 15088.5, the City has prepared written responses to all comments submitted on the Draft EIR; and

WHEREAS, the City has prepared a Final Environmental Impact Report (“Final EIR”), which consists of the Draft EIR and its associated technical appendices, comments to the Draft EIR and its associated technical appendices, and written responses to comments on the Draft EIR; and

WHEREAS, on July 10, 2024, the Planning Commission conducted a duly noticed public hearing to consider the Final EIR, and the proposed Project, and to solicit comments on the documents from staff, the public, the applicant and the City’s consultant team; and

WHEREAS, all potentially adverse environmental impacts were sufficiently analyzed in the Final EIR; and

WHEREAS, all of the requirements of the Public Resources Code and State CEQA Guidelines have been satisfied by the City in connection with the preparation of the Final EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

WHEREAS, the Final EIR sufficiently analyzes the Project’s potentially significant environmental impacts and a reasonable range of feasible alternatives capable of reducing these effects to less than significant levels to the extent feasible; and

WHEREAS, all of the findings and conclusions made by the City Council pursuant to this Resolution are based upon the oral and written evidence presented to it as a whole and the entirety of the administrative records of the Project, which are incorporated herein by this reference, and are not based solely on the information provided in this Resolution; and

WHEREAS, the Mitigation Monitoring and Reporting Program, which sets forth the binding mitigation measures for the Project, is attached hereto as Exhibit “A”; and

WHEREAS, the Findings of Fact and Statement of Overriding Considerations are attached hereto as Exhibit “B”; and

WHEREAS, the Final EIR reflects the independent judgment of the City and is fully adequate for purposes of making decisions on the merits of the Project; and

WHEREAS, no comments made or information presented during or after the public review of the Final EIR has produced any significant new information requiring recirculation of the Draft EIR or additional environmental review of the Project under Public Resources Code Section 210092.1 or State CEQA Guidelines Section 15088.5; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NORWALK HEREBY DETERMINES, FINDS, AND RESOLVES AS FOLLOWS:

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

Section 2. The City Council of the City of Norwalk certifies that (i) the Final EIR has been prepared in accordance with the requirements of CEQA and the State CEQA Guidelines, (ii) the Final EIR was presented to the City and the City has reviewed and considered the information contained in the Final EIR prior to considering adoption of the Project, and (iii) the Final EIR reflects the independent judgment and analysis of the City.

Section 3. The City Council hereby adopts the CEQA Findings of Fact and Statement of Overriding Considerations attached hereto as Exhibit “A” and incorporated herein by this reference as if fully set forth herein.

Section 4. Pursuant to Public Resources Code Section 21081.6 and State CEQA Guidelines Section 15097, the City Council hereby adopts the Mitigation Monitoring and Reporting Program attached hereto as Exhibit “B” and incorporated herein by this reference as if fully set forth herein. The City Council finds that the Mitigation Monitoring and Reporting Program is designed to ensure that, during the implementation of the Project, changes to the Project and/or mitigation measures have been incorporated into the Project and are fully enforceable through permit conditions, agreements, or other measures as required by Public Resources Code Section 21081.6.

Section 5. The City Council has thoroughly reviewed the public comments received regarding the Project and the Final EIR as it relates to the Project. None of the information submitted after publication of the Final EIR, including without limitation testimony at and documents submitted for the public hearings on the Project, constitutes

substantial evidence that would require revision or recirculation of the EIR. The City Council finds that this information and testimony is not credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

Section 6. The documents and materials that constitute the record of proceedings on which the CEQA Findings of Fact and Statement of Overriding Considerations in Exhibit “A” of this Resolution have been based are located at City Hall, 12700 Norwalk Boulevard, Norwalk, California 90650. The custodian for these records is the Director of Community Development. This information is provided in compliance with Public Resources Code Section 21081.6.

Section 7. Location of Documents. The documents and materials that constitute the record of proceedings on which this Resolution have been based are located at Norwalk City Hall, 12700 Norwalk Boulevard, Norwalk, California 90650. The custodian for these records is the Director of Community Development. This information is provided in compliance with Public Resources Code Section 21081.6.

Section 8. The City Council directs staff to file a Notice of Determination with the Los Angeles County Clerk within five (5) business days of the final approval.

Section 9. The City Clerk shall certify the adoption of this Resolution and it shall go into effect immediately upon its adoption.

Section 10. The Mayor, or presiding officer, is hereby authorized to affix her signature to this Resolution signifying its adoption by the City Council of the City of Norwalk and the City Clerk, or her duly appointed assistant, is directed to attest thereto.

APPROVED AND ADOPTED on this 19th day of November 2024.

**MARGARITA L. RIOS
MAYOR**

ATTEST:

**THERESA DEVOY, CMC
CITY CLERK**



4.0 Mitigation Monitoring and Reporting Program

This document is designed for double-sided printing to conserve natural resources.

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring program. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring program must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6).

In compliance with Public Resources Code Section 21081.6, Table 4-1, *Mitigation Monitoring and Reporting Checklist*, has been prepared for the Norwalk Transit Village Project (project). This Mitigation Monitoring and Reporting Checklist is intended to provide verification that all applicable mitigation measures relative to significant environmental impacts are monitored and reported. Monitoring will include: 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the City of Norwalk (City's) Norwalk Transit Village Project file.

This Mitigation Monitoring and Reporting Program (MMRP) delineates responsibilities for monitoring the project, but also allows the City flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the Mitigation Monitoring and Reporting Checklist (Table 4-1). If an adopted mitigation measure is not being properly implemented, the designated monitoring personnel shall require corrective actions to ensure adequate implementation.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- The City distributes reporting forms to the appropriate entities for verification of compliance.
- Departments/agencies with reporting responsibilities will review the Draft EIR and Final EIR, which provide general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the City as appropriate.
- Periodic meetings may be held during project implementation to report on compliance of mitigation measures.
- Responsible parties provide the City with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.

- The City prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.
- Appropriate mitigation measures will be included in construction documents and/or conditions of permits/approvals.

Minor changes to the MMRP, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the City. No change will be permitted unless the MMRP continues to satisfy the requirements of Public Resources Code Section 21081.6.

The following subsections of the Draft EIR contain detailed environmental analyses of the existing conditions, project impacts (including direct and indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures, and significant unavoidable impacts, if any.

Based on the Draft EIR, no significant impacts would occur in regard to the following environmental issue areas, which are addressed in Draft EIR Section 8.0, *Effects Found Not To Be Significant*:

- Agriculture and Forestry Resources;
- Biological Resources;
- Mineral Resources; and
- Wildfire.

In accordance with Appendix G of the *CEQA Guidelines*, the following environmental issue areas were determined in the Initial Study to have a potentially significant impact, and have been included within the Draft EIR for further analysis:

- Aesthetics/Light and Glare;
- Air Quality;
- Cultural Resources;
- Energy;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise;
- Population and Housing;
- Public Services/Recreation;
- Transportation;
- Tribal Cultural Resources; and
- Utilities and Service Systems.

For the purposes of the environmental analysis in the Draft EIR, impacts were analyzed in each environmental issue area for the proposed project. If necessary, mitigation measures were recommended in order to reduce any significant impacts.

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**Table 4-1
Mitigation Monitoring and Reporting Checklist**

Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
Tribal and Cultural Resources								
CUL-1	Unanticipated Discovery of Cultural Resources. If archaeological resources are encountered during ground-disturbing activities, work within 50-feet of the find should be halted and the project Applicant, or their designee, shall retain an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) immediately to evaluate the find. If the resources are Native American in origin, the Native American Heritage Commission shall be contacted as mandated by law. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources eligibility. The treatment plan shall be reviewed and approved by the qualified archaeologist.	Qualified Archaeologist; Construction Contractor	Prior to Ground-Disturbing Activities; During Ground Disturbing Activities	City Planning Division	Prior to Ground-Disturbing Activities; During Ground Disturbing Activities			
Geology and Soils								
GEO-1	If unanticipated fossil discoveries are made, all work must halt within 50 feet until a qualified paleontologist can evaluate the find. Work may resume immediately outside of the 50-foot radius.	Qualified Paleontologist; Construction Contractor	During Ground Disturbing Activities	City Planning Division	During Ground Disturbing Activities			
GEO-2	If the discoveries are determined to be significant, full-time paleontological monitoring shall be recommended for the remainder of ground disturbance for the project. Paleontological monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls. In the event a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and collected, if warranted. Monitoring efforts may be reduced or eliminated at the discretion of the project paleontologist.	Qualified Paleontologist; Construction Contractor	During Ground Disturbing Activities	City Planning Division	During Ground Disturbing Activities			

Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
GEO-3	Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped paleontology laboratory to a point ready for curation. Following laboratory work, all fossil specimens shall be identified to the most specific taxonomic level possible, cataloged, analyzed, and offered to the Natural History Museum of Los Angeles County for permanent curation and storage. At the conclusion of laboratory work and museum curation, a final Paleontological Monitoring Report shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project area geology and paleontology, a list of taxa recovered, an analysis of fossils recovered and their scientific significance, and recommendations. A copy of the report shall also be submitted to the Natural History Museum of Los Angeles County.	Qualified Paleontologist; Natural History Museum of Los Angeles County	During Ground Disturbing Activities	City Planning Division	During Ground Disturbing Activities			
Transportation								
TRA-1	<p>Prior to issuance of any grading and/or demolition permits, whichever occurs first, the construction contractor shall prepare a Construction Management Plan (CMP) to be submitted for review and approval by the City of Norwalk Director of Public Works. The requirement for a CMP shall be incorporated into the project specifications and subject to verification by the Director of Public Works prior to final plan approval. The CMP shall include, at a minimum, the following measures, which shall be implemented during all construction activities:</p> <ul style="list-style-type: none"> Meet the standards established in the current <i>California Manual on Uniform Traffic Control Devices</i> (MUTCD) as well as City of Norwalk requirements. The CMP shall be prepared by the 	Construction Contractor	Prior to Issuance of Grading and/or Demolition Permit; During Construction	Director of Public Works	Prior to Issuance of Grading and/or Demolition Permit; During Construction			

Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
	<p>construction contractor and submitted to the Director of Public Works for approval pertaining to off-site work, including sidewalk construction, building façade, underground utilities, and any work that would require temporary lane closures. The plan shall be developed according to the MUTCD (latest edition) guidelines, including plans for traffic signs, traffic cone arrangements, and flaggers to assist with pedestrians and traffic.</p> <ul style="list-style-type: none"> Identify traffic control for any street closure, detour, or other disruption to traffic circulation, including the necessary traffic controls to allow for construction-related traffic to efficiently enter and exit the site and maintain emergency access to the site and surrounding area. Should project construction activities require temporary vehicle lane and/or sidewalk closures, the construction contractor shall coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access. Identify the routes that construction vehicles must utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project. Should project construction activities occur during general drop-off and pick-up hours for nearby schools, traffic signs, traffic cone 							

Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
	<p>arrangements, and flaggers shall assist with ensuring continued vehicular access and safe pedestrian access along the project frontage for students.</p> <ul style="list-style-type: none"> Require the construction contractor to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The construction contractor shall clean adjacent streets, as directed by the Director of Public Works, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas. 							
Greenhouse Gas								
GHG-1	<p>The project applicant shall design and build <u>future development all multi-family residential units</u> to meet/include the following, as applicable, per the <u>discretion of the City of Norwalk Planning Division or their designee</u>:</p> <p><u>Non-Residential Development:</u></p> <ul style="list-style-type: none"> Tier <u>12</u> requirements for Division A5.1, Planning and Design, as outlined under Sections A5.106.5.1.<u>12</u> and A5.106.5.1.3 of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code for Designated Parking for Clean Air Vehicles. Tier <u>12</u> requirements for Division A5.1, Planning and Design, as outlined under Section A5.106.5.3.<u>12</u> of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code for Electric 	Applicant; Developer	Prior to Issuance of Building Permits; Prior to Issuance of the Certificate of Occupancy	City Planning Division	Prior to Issuance of Building Permits; Prior to Issuance of the Certificate of Occupancy			

Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
	<p>Vehicle (EV) Charging.</p> <ul style="list-style-type: none"> • Tier <u>12</u> requirements for Division A5.2, Energy Efficiency, as outlined under Section A5.203.1.2.<u>12</u> of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code. • Division A5.211, Renewable Energy, of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code. • Tier <u>12</u> requirements for Division A5.3, Water Efficiency and Conservation, as outlined under Section A5.303.2.3.<u>12</u> of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code. <p><u>Residential Development:</u></p> <ul style="list-style-type: none"> • No wood-burning or gas-powered fireplaces shall be installed in any of the dwelling units. • All buildings <u>to the extent feasible</u>, shall be electric, meaning that electricity is the primary source of energy for water heating; heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling); cooking; and clothes-drying. • All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable. <p>Prior to the issuance of building permits for new</p>							

Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
	development projects within the project site, the project applicant shall provide documentation (e.g., building plans, site plans) to the City of Norwalk Planning Division to verify implementation of the <u>applicable</u> design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.							
GHG-2	<p>The project developer shall design the non-residential portion of the project to:</p> <ul style="list-style-type: none"> • Provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal the Tier <u>12</u> Nonresidential Voluntary Measures of the California Green Building Standards Code. • Provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal to the Tier <u>12</u> Nonresidential Voluntary Measures of the California Green Building Standards. <p>Prior to the issuance of building permits for new development projects on the project site, the project developer shall provide documentation (e.g., site plans) to the City of Norwalk Planning Division to verify implementation of the of the <u>applicable</u> design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.</p>	Applicant; Developer	Prior to Issuance of Building Permits; Prior to Issuance of the Certificate of Occupancy	City Planning Division	Prior to Issuance of Building Permits; Prior to Issuance of the Certificate of Occupancy			
<u>GHG-3</u>	<u>Exterior electric receptacles on nonresidential buildings shall be provided for charging or powering electric landscaping equipment.</u>	Applicant; Developer	Prior to Issuance of Building Permits; Prior	City Planning Division	Prior to Issuance of Building Permits; Prior			

Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
			to Issuance of the Certificate of Occupancy		to Issuance of the Certificate of Occupancy			
GHG-4	<u>The project shall use light color roofing and building materials to minimize heat-island effect and reduce lighting, heating, and cooling needs.</u>	Applicant; Developer	Prior to Issuance of Building Permits; Prior to Issuance of the Certificate of Occupancy	City Planning Division	Prior to Issuance of Building Permits; Prior to Issuance of the Certificate of Occupancy			

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CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE NORWALK TRANSIT VILLAGE ENVIRONMENTAL IMPACT REPORT

State Clearinghouse No. 2022070103

I. BACKGROUND

The California Environmental Quality Act (CEQA) requires that a number of written findings be made by the lead agency in connection with certification of an environmental impact report (EIR) prior to approval of a project pursuant to Sections 15091 and 15093 of the *CEQA Guidelines* and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA and the specific reasons for considering a project acceptable even though a project may have significant impacts that are infeasible to mitigate.

The lead agency is responsible for the adequacy and objectivity of the EIR. The City of Norwalk, as lead agency, has subjected the Draft EIR and Final EIR to the agency's own review and analysis.

A. PROJECT SUMMARY

PROJECT LOCATION

The City of Norwalk (City) is located in the southeastern portion of Los Angeles County. Surrounding cities include 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.

The project site is generally situated between Imperial Highway to the north, Zimmerman Park and the Union Pacific Railroad to the east, and Bloomfield Avenue to the west. The project site (Assessor's Parcel Number [APN] 8045-008-902) is located within a predominantly residential area, with a residential townhome community to the north (Norwalk Manor); a 9.4-acre public 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. Surrounding urban development includes a mix of commercial, residential, and institutional uses. Regional access to the site is provided via Interstate 5 (I-5). Local access is provided via Imperial Highway and Bloomfield Avenue. Additionally, transit access is available for the project site via the Norwalk-Santa Fe Springs Metrolink Station, located approximately 0.2 miles north of the project site.

PROJECT DESCRIPTION

The project proposes the Norwalk Transit Village Specific Plan (Specific Plan) and Tentative Tract Map to allow the demolition of the former CYA facility and construction of a mixed-use transit-oriented community with a mix of retail, hospitality, multi-family residential uses, and park/open space land uses. The proposed Specific Plan would establish development guidelines and standards that would be used to regulate basic planning and development concepts for future development within the project site.

The proposed Specific Plan would allow the following within eight Planning Areas:

- A new neighborhood commercial center encompassing approximately 3.06 acres of the site. The commercial center (approximately 66,647 square feet of building area) would be situated in the westerly portion of the project adjacent to Bloomfield Avenue. The neighborhood commercial center would include non-residential uses at a maximum floor-to-area ratio (FAR) of 0.5, as well as an approximately 150-key hotel. The 0.5 FAR excludes the hotel use.

- Residential blocks would allow up to 770 residential units (at a density that ranges between 20 to 85 dwelling units per acre [du/ac]) that would consist of the following:
 - A mix of multi-family units, apartments, and townhomes;
 - At least 40 percent of the total number of residential units in the project as affordable, compliant with the Surplus Land Act exemption per California Government Code Section 37364; and
 - Each residential block would be permitted to contain up to 3,500 square feet of ground floor ancillary commercial uses allowing a maximum of 13,500 square feet of ancillary commercial/quasi-civic uses such as childcare and community services in total for the project.
 - The ancillary commercial uses allowed within the residential blocks is in addition to the non-residential commercial uses allowed in Planning Area 1
- Open space would be provided through a combination of common and private, active and passive recreation areas, including a 1.56-acre park and 2.06 acres of linear parks; the 2.06 acres would be comprised of a 1.53-acre linear park and a 0.28-acre contiguous dog run.
- A 0.25-acre pump station is conceptually located in the northeast portion of Planning Area 8.

Norwalk Transit Village Specific Plan

The Norwalk Transit Village Specific Plan (Specific Plan) would guide the development of a mixed-use transit-oriented development at the project site with a mix of office/retail, multi-family residential uses, and park land uses. Transit-oriented development is a compact, walkable, high-density mixed-use residential and commercial area located within 0.25- to 0.5-miles of a transit station, incorporating features to encourage transit use throughout the day such as a mix of uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. The proposed Specific Plan includes land use types such as residential, restaurant, hotel, and ground floor active commercial/quasi-public spaces and would prioritize transit access.

The Specific Plan is intended to provide an orderly and efficient development of the project site, in accordance with the provisions of the *City of Norwalk General Plan* (General Plan). The Specific Plan would serve both planning and regulatory functions including land use regulations, circulation patterns, public facilities/infrastructure, and development standards. All future development within the Specific Plan would be subject to compliance with the Specific Plan regulations, as well as other applicable Norwalk Municipal Code (Municipal Code) regulations.

Land Use Plan and Development Standards

To support the connectivity between the project site, the Metrolink Station, City Hall, and Zimmerman Park, a mix of land uses have been incorporated into the plan to create a vibrant project that is cohesive with and benefits the existing neighborhood. The proposed mixed-use concept features market rate and affordable high-density housing, both rental and for-sale, an approximately 150-key hotel, commercial uses (e.g., restaurants), and open spaces (e.g., parks, trails) in eight Planning Areas. The following land use designations would be established by the proposed Specific Plan:

- **Mixed Use High Density Residential (MU-H)** – The Norwalk Transit Village would primarily consist of high density, transit oriented residential uses at a density that ranges between 20 to 85 du/ac with a maximum of 770 residential units for the entire Specific Plan area. This includes market-rate and affordable multi-family dwellings, including apartments, stacked flats, townhomes, and similar building configurations. Single-family and two-family dwellings are not permitted in this district. To achieve a vibrant public realm and support a walkable neighborhood, up to 3,500 square feet of active commercial uses are permitted on the ground floor level of developments within each Planning Area.

- **Mixed Use Commercial (MU-C)** – The Norwalk Transit Village would 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.
- **Open Space (O)** – A publicly accessible network of parks and linear parks/greenways would 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 would be distributed throughout the open space network. Examples of those 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.

The Land Use Plan has been organized by Planning Areas (PAs) for the purpose of land use planning. As noted above, the proposed Specific Plan encompasses eight PAs. These PAs identify the anticipated build out assumptions for the proposed project by land use designation. The proposed Specific Plan Section 2.5, *Permitted Uses*, identifies permitted uses within each land use designation.

B. PROJECT OBJECTIVES

The project objectives are outlined below:

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

C. ENVIRONMENTAL REVIEW PROCESS

The Final EIR includes the Draft EIR (dated February 2024); clarification of modifications to the proposed project since the Draft EIR; written comments received during the Draft EIR public review period; written responses to those comments; an Errata; and a Mitigation Monitoring and Reporting Program (State Clearinghouse No. 2022070103) (hereinafter referred to collectively as the Final EIR). In conformance with CEQA and the *CEQA Guidelines*, the City conducted an extensive environmental review of the proposed project. The following is a summary of the City's environmental review process:

- Pursuant to *CEQA Guidelines* Section 15082, as amended, the City circulated a Notice of Preparation (NOP) to public agencies and members of the public who had requested such notice for a 30-day period. The NOP was submitted to the State Clearinghouse and posted at the Los Angeles Clerk's office on July 08, 2022, with the 30-day review period beginning on July 08, 2022 and ending on August 8, 2022. Copies of the NOP were made available for public review at the City of Norwalk Community Development Department, Norwalk Library, and Alondra Library.

- A public scoping meeting was held on July 21, 2022 at the City Council Chambers.
- A Draft EIR was prepared and distributed for a 45-day public review period beginning February 2, 2024 through March 18, 2024. A Notice of Availability (NOA) was announced in the local newspaper, submitted to the State Clearinghouse, sent to public agencies and interested persons and organizations, and posted at the Los Angeles County Clerk’s office on February 2, 2024. Copies of the Draft EIR were made available for public review at the City of Norwalk Community Development Department, Norwalk Library, and on the City’s website. Additional appendices to the Draft EIR Appendix files were made available on February 5, 2024. As such, the public review period was extended to March 20, 2024, and an updated NOA was posted with the Los Angeles County Clerk’s office on February 5, 2024, sent to public agencies and interested persons and organizations, and submitted to the State Clearinghouse. The updated NOA was also posted at the project site from February 5, 2024 through March 20, 2024.
- A Final EIR was prepared, which included comment letters received on the Draft EIR, responses to those comment letters, an errata, and a Mitigation Monitoring and Reporting Program. The Final EIR was released for a 10-day agency review period prior to certification of the Final EIR.
- Public hearings on the proposed project were held, including one Norwalk Planning Commission hearing on July 10, 2024 and one Norwalk City Council hearing on _____.

D. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project includes, but is not limited to, the following documents and other evidence:

- The NOP, NOA, and all other public notices issued by the City in conjunction with the proposed project;
- The Draft EIR and the Final EIR for the proposed project;
- All written comment letters submitted by agencies, organizations, or members of the public during the public review comment period on the Draft EIR;
- All responses to written comment letters submitted by agencies, organizations, or members of the public during the public review comment period on the Draft EIR;
- All clarifications and modifications to the Draft Environmental Impact Report (Draft EIR), all of which do not affect the overall conclusions of the environmental document and are not considered to result in any new or substantially greater significant impacts as compared to those identified in the Draft EIR;
- All written and verbal public testimony presented during noticed public hearing(s) for the proposed project;
- The Mitigation Monitoring and Reporting Program;
- The reports and technical memoranda included or referenced in the Final EIR;

- All documents, studies, EIRs, or other materials incorporated by reference in the Draft EIR and Final EIR;
- The Resolutions adopted by the Planning Commission and City Council in connection with the proposed project, and all documents incorporated by reference therein;
- Matters of common knowledge to the City, including but not limited to Federal, State, and local laws and regulations; and
- Any documents expressly cited in these Findings.

E. CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the record of proceedings for the City's actions related to the Norwalk Transit Village are located at the City of Norwalk Community Development Department, 12700 Norwalk Boulevard, Norwalk, CA 90650. The City's Director of Community Development is the custodian of the record of proceedings for the Final EIR. Copies of these documents, which constitute the record of proceedings are, and at all relevant times have been and will be, available upon request at the offices of the City of Norwalk Community Development Department. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and *CEQA Guidelines* Section 15091(e).

F. INDEPENDENT JUDGMENT AND FINDING

The City selected and retained Michael Baker International (Michael Baker) to prepare the EIR. Michael Baker prepared the EIR under the supervision and direction of the City. All findings set forth herein are based on substantial evidence in the record, as indicated, with respect to each specific finding.

Finding:

The City has exercised independent judgment in accordance with Public Resources Code Section 21082.1(c)(3) in retaining its own environmental consultant and directing the consultant in the preparation of the EIR. The City has independently reviewed and analyzed the EIR and finds that the report reflects the independent judgment of the City.

The City Council has considered all the evidence presented in its consideration of the proposed project and the EIR, including, but not limited to, the Final EIR, written and oral evidence presented at hearings on the project, and written evidence submitted to the City by individuals, organizations, agencies, and other entities. On the basis of such evidence, the City Council finds that with respect to each environmental impact identified in the review process, the impact: (1) is less than significant and would not require mitigation, (2) is potentially significant but would be avoided or reduced to a less than significant level by implementation of identified mitigation measures, or (3) would be significant and not fully mitigatable but would be, to the extent feasible, lessened by implementation of identified mitigation measures.

The EIR also identifies certain significant adverse environmental effects of the proposed project which cannot be avoided or substantially lessened. Prior to approving this project, the City Council also adopts a Statement of Overriding Considerations which finds, based on specific reasons and substantial evidence in the record (as specified in Section III, *Statement of Overriding Considerations*), that certain identified economic, social, or other benefits of the proposed project outweigh such unavoidable adverse environmental effects.

II. FINDINGS AND FACTS

The City of Norwalk, as lead agency, is required under CEQA to make written findings concerning each alternative and each significant environmental impact identified in the Draft EIR and Final EIR.

Specifically, regarding findings, *CEQA Guidelines* Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.
- (b) The findings required by subsection (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The “changes or alterations” referred to in *CEQA Guidelines* Section 15091(a)(1) may include a wide variety of measures or actions as set forth in *CEQA Guidelines* Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

- (e) Compensating for the impact by replacing or providing substitute resources or environments.

A. Format

This section summarizes the significant environmental impacts of the proposed project, describes how these impacts are to be mitigated, and discusses various alternatives to the proposed project, which were developed in an effort to reduce the remaining significant environmental impacts.

The remainder of this section is divided into the following subsections:

- **Section B, Findings on Impacts Determined to Be Less Than Significant**, presents the impacts of the proposed project that were determined in the EIR to be less than significant without the addition of mitigation measures and presents the rationales for these determinations.
- **Section C, Findings on Impacts Mitigated to Less Than Significant**, presents potentially significant impacts of the proposed project that were identified in the Final EIR, the mitigation measures identified in the Mitigation Monitoring and Reporting Program that would reduce such impacts to less than significant levels, and the rationales for the findings.
- **Section D, Findings on Significant Unavoidable Impacts**, presents potentially significant impacts of the proposed project that were identified in the Final EIR, the mitigation measures identified in the Mitigation Monitoring and Reporting Program that would reduce impacts, the findings for significant unavoidable impacts, and the rationales for the findings.
- **Section E, Findings on Recirculation**, presents the reasoning as to why recirculation is not required under *CEQA Guidelines* Section 15088.5.
- **Section F, Findings on Project Alternatives**, presents alternatives to the project and evaluates them in relation to the findings set forth in *CEQA Guidelines* Section 15091(a)(3), which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of specific economic, legal, social, technological, or other considerations. This section also identifies the environmentally superior alternative.

B. FINDINGS ON IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT

Consistent with *CEQA Guidelines* Sections 15126.2 and 15128, the EIR focused its analysis on potentially significant impacts and limited discussion of other impacts for which it can be seen with certainty there is no potential for significant adverse environmental effects. *CEQA Guidelines* Section 15091 does not require specific findings to address environmental effects that an EIR identifies as “no impact” or as a “less than significant impact.”

Finding:

The City finds that based on substantial evidence in the record, the following potential impacts, to the extent they result from the proposed project, would be less than significant, or would have no impact, and would not require mitigation.

1. Aesthetics/Light and Glare

Project implementation would not have a substantial adverse impact on a scenic vista.

Project implementation would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.

Implementation of the proposed project would not conflict with applicable zoning and other regulations governing scenic quality.

Implementation of the proposed project would not create a new source of substantial light or glare, which could adversely affect day or nighttime views in the area.

The project combined with other cumulative projects would not conflict with applicable zoning and other regulations governing scenic quality.

The project combined with other cumulative projects would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

2. Agriculture and Forestry Resources

Project implementation would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

Project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).

Project implementation would not result in the loss of forest land or conversion of forest land to non-forest use.

Implementation of the project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

3. Air Quality

Implementation of the proposed project would not conflict with or obstruct implementation of the applicable air quality plan.

Implementation of the proposed project would not result in a cumulatively considerable net increase of criteria pollutants for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard.

The proposed project would not result exposure of sensitive receptors to substantial pollutant concentrations.

The proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Implementation of the proposed project and other related cumulative projects would not conflict with or obstruct implementation of the applicable air quality plan.

Short-term construction activities associated with the proposed project and other related cumulative projects, would not result in increased air pollutant emission impacts or expose sensitive receptors to increased pollutant concentrations.

Implementation of the proposed project and other related cumulative projects would not result in increased impacts pertaining to operational air emissions.

Implementation of the proposed project and related projects would not result in cumulatively considerable carbon monoxide hotspot impacts.

4. Biological Resources

Project implementation would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

The project would not have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Implementation of the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

5. Cultural Resources

The project would not cause a substantial adverse change in the significance of a historical resource pursuant to *CEQA Guidelines* Section 15064.5.

Project implementation would not disturb any human remains, including those interred outside of formal cemeteries.

6. Energy

The project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

The project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Implementation of the project and other cumulative projects would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

7. Geology and Soils

This project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.

Project implementation would not expose people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

Project implementation would not expose people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

The project would not directly or indirectly cause potential substantial adverse effects, including the risk, injury, or death involving landslides.

Project implementation would not result in substantial soil erosion or loss of topsoil.

The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

The project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.

A sewer system is available for disposal of project generated wastewater and, as such, no impacts would result from having soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

8. Greenhouse Gas Emissions

Implementation of the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

9. Hazards and Hazardous Materials

Project implementation would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Project implementation would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment.

The project is located outside of an airport land use plan and is not located within the vicinity of a private airstrip or within two miles of a public airport and, as such, would not result in a safety hazard or excessive noise for people residing or working in the project area.

Project implementation would not create a significant hazard to the public or environment through impairing or interfering with an adopted emergency response or emergency evacuation plan.

Project implementation would not expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires.

The project combined with other related projects, would not result in a cumulatively considerable hazards to the public or environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

The project, combined with other related projects, would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school.

10. Hydrology and Water Quality

The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

Project implementation would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: Result in substantial erosion or siltation on- or off-site.

The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: Substantially increase the rate or amount of surface runoff, in a manner that would result in substantial flooding on- or off-site.

The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: Impede or redirect flood flows.

The project is not located in flood hazard, tsunami, or seiche zones, and as such, would not risk release of pollutants due to project inundation.

The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The proposed project, combined with other related cumulative projects, would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

The proposed project, combined with other related cumulative projects, would not substantially alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site.

The proposed project, combined with other related cumulative projects, would not create or contribute runoff water which could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The proposed project, combined with other related cumulative projects, would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

The proposed project, combined with other related cumulative projects, would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

11. Land Use and Relevant Planning

The project would not physically divide an established community.

The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The proposed project, combined with other related projects, would not conflict with land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

12. Mineral Resources

Project implementation would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State.

Project implementation would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

13. Noise

The project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

The project would not generate excessive groundborne vibration or groundborne noise levels.

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

Construction-related activities within the project area would not result in significant cumulatively considerable temporary noise impacts to nearby noise sensitive receivers.

The proposed project would not result in a significant cumulatively considerable increase in operational mobile noise or long-term stationary ambient noise levels.

Project implementation would not result in significant cumulatively considerable vibration impacts to nearby sensitive receptors and structures.

14. Population and Housing

The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

The project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

The proposed project, combined with other related projects, would not result in cumulatively considerable impacts related to substantial unplanned population growth.

15. Public Services

Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools.

Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks.

Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities.

The project, combined with other cumulative projects, would not create increased demand for school services that would cause significant environmental impacts.

The project combined with other cumulative projects would not create increased demand for parks that would cause significant environmental impacts.

The project combined with other cumulative projects would not create increased demand for other public facilities that would cause significant environmental impacts.

16. Recreation

Project implementation would not result in the increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated.

Project implementation would not include recreational facilities, or the construction or expansion of recreational facilities, which could have an adverse physical effect on the environment.

The project combined with other cumulative projects would not create increased demand for parks and recreational facilities that could cause significant environmental impacts.

17. Transportation

Project implementation would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Project implementation would not conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b).

Project implementation would not substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The project, combined with other related projects, would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The project, combined with other related projects, would not conflict nor be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b).

18. Utilities and Service Systems

The project would not require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

The project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

The project would result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

The project would comply with Federal, State, and local management and reduction statutes and regulations related to solid waste.

The project, combined with other cumulative projects, would not create increased demand for water facilities that would cause significant environmental impacts.

The project, combined with other cumulative projects, would not create increased demand for wastewater facilities that would cause significant environmental impacts.

The project, combined with other cumulative projects, would not create increased demand for stormwater drainage facilities that would cause significant environmental impacts.

The project, combined with other cumulative projects, would not create increased demand for solid waste generation that would cause significant environmental impacts.

The project combined with other cumulative projects would not create increased demand for dry utilities that would cause significant environmental impacts.

19. Wildfire

Project implementation would not substantially impair an adopted emergency response plan or emergency evacuation plan.

Due to slope, prevailing winds, or other factors, project implementation would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Project implementation would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

The project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

C. FINDINGS ON IMPACTS MITIGATED TO LESS THAN SIGNIFICANT

The following summary describes the potential impacts of the proposed project that, without mitigation, would result in significant adverse impacts. Upon implementation of the mitigation measures provided in the Draft EIR, these potential impacts would be reduced to less than significant levels.

1. Cultural Resources

CUL-2 The project could cause a significant impact to an archaeological resource on-site.

Applicable Threshold of Significance: Cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* Section 15064.5.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

Support for this environmental impact conclusion is included in Draft EIR Section 5.3, *Tribal and Cultural Resources*, and in particular, starting on page 5.3-20 of the Draft EIR.

Results from the *Cultural Resources Assessment for the Correctional Youth Authority Project* (Cultural Assessment), prepared by Rincon Consultants, Inc. (Rincon) and dated June 2021 (refer to Draft EIR [Appendix 11.3, Cultural Resources Assessment](#)), indicate that the project site does not contain known archaeological resources. However, the site could contain previously undiscovered archaeological resources. The proposed earthwork would involve approximately 35,252 cubic yards of cut and approximately 2,348 cubic yards of fill, necessitating

approximately 60,510 cubic yards of soil to be imported. Given the developed nature of the site, artificial fill would be encountered at a maximum depth of five feet below existing ground surface. Quaternary young alluvial fan deposits extend from five feet to depths of up to 75 feet below the ground surface; refer to Draft EIR Appendix 11.4, *Geotechnical Reports*. As mentioned above, the project proposes site grading/excavation activities that would exceed depths of fill materials (between approximately 5 to 15 feet bgs). As such, project excavation could encounter native soils (depths greater than five feet bgs), which have the potential to support unknown buried archaeological resources.

In the unlikely event that archaeological resources are encountered during project construction, Mitigation Measure CUL-1 would require all project construction efforts to halt until an archaeologist examines the site, identifies the archaeological significance of the find, and recommends a course of action. With implementation of Mitigation Measure CUL-1, the project would not cause a substantial adverse change in the significance of an archaeological resource or site pursuant to Section 15064.5 of the *CEQA Guidelines*, and impacts would be reduced to less than significant levels.

Mitigation Measures:

CUL-1 Unanticipated Discovery of Cultural Resources. If archaeological resources are encountered during ground-disturbing activities, work within 50-feet of the find should be halted and the project Applicant, or their designee, shall retain an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) immediately to evaluate the find. If the resources are Native American in origin, the Native American Heritage Commission shall be contacted as mandated by law. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources eligibility. The treatment plan shall be reviewed and approved by the qualified archaeologist.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. Upon implementation of the required mitigation, the potentially significant impact would be reduced to a less than significant level. The City of Norwalk hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

CUMULATIVE The project, combined with other related cumulative projects, could cause cumulatively considerable impacts to historical resources, archaeological resources, or tribal cultural resources.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

Support for this environmental impact conclusion is included in Draft EIR Section 5.3, *Tribal and Cultural Resources*, and in particular, starting on page 5.3-22 of the Draft EIR.

Draft EIR Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the project to the extent that a significant cumulative effect may occur. Project-related impacts to historical, archeological, and tribal cultural resources have been determined to be less than significant with implementation of Mitigation Measure CUL-1. Future cumulative projects would be evaluated on a project-by-project basis to determine the extent of potential impacts to site-specific historical, archaeological, and/or tribal cultural resources. Related projects would be required to adhere to State and Federal regulations, as well as project-specific mitigation measures.

As discussed under Impact Statements CUL-1 through CUL-4, implementation of Mitigation Measure CUL-1 would reduce potentially significant project impacts to historical, archaeological, and tribal cultural resources to less than significant levels. Thus, the project's less than significant impacts would not be cumulatively considerable.

Mitigation Measures:

CUL-1 Unanticipated Discovery of Cultural Resources. If archaeological resources are encountered during ground-disturbing activities, work within 50-feet of the find should be halted and the project Applicant, or their designee, shall retain an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) immediately to evaluate the find. If the resources are Native American in origin, the Native American Heritage Commission shall be contacted as mandated by law. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources eligibility. The treatment plan shall be reviewed and approved by the qualified archaeologist.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. Upon implementation of the required mitigation, the potentially significant impact would be reduced to a less than significant level. The City of Norwalk hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

2. Geology and Soils

GEO-5 Project implementation could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Applicable Threshold of Significance: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

Support for this environmental impact conclusion is included in Draft EIR Section 5.4, *Geology and Soils*, and in particular, starting on page 5.4-15 of the Draft EIR.

The project site contains Holocene age undissected alluvial deposits comprised of varying proportions of sand, gravel, silt, and clay. The project site sediments less than 20 feet below the modern surface are assigned a low potential for fossils (PFYC 2), and sediments more than 20 feet below the modern surface are assigned moderate potential for fossils (PFYC 3). Therefore, the potential for significant fossil discoveries in shallow soils at the project site is anticipated to be low; however, deposits greater than 20 feet below the modern surface would have a moderate potential for fossils.

The project site has been previously disturbed and is developed with institutional uses. Based on the *Preliminary Geotechnical Investigation, Proposed Norwalk Transit Village* (Geotechnical Investigation) prepared by Leighton and Associates, Inc., dated June 17, 2021 (refer to Draft EIR Appendix 11.4, *Geotechnical Investigation*), artificial fill material is present on-site to a depth of approximately five feet bgs. The project is anticipated to disturb soils as deep as 15 feet bgs. The field borings that revealed Holocene-age alluvial soil reached a maximum depth of 51.5 feet bgs. Sediments with Holocene components, such as those found at the project site, are known to

produce fossils starting at approximately 24 feet bgs. Therefore, it is unlikely that ground disturbing activities resulting from the proposed project would destroy unique paleontological resources. However, in the event of discovery of paleontological resources, impacts may be potentially significant.

Mitigation Measures GEO-1 and GEO-2 would be required should potential paleontological resources be encountered during grading activities. Work within 50 feet of a potential find would be required to halt and a paleontological monitor would be required to evaluate the find to determine the potential significance of such a discovery. Mitigation Measure GEO-3 would require the discovery, if determined significant, to be offered to the Natural History Museum of Los Angeles County with a corresponding Paleontological Monitoring Report which describes the project's paleontological mitigation monitoring efforts. This action would ensure the project would adequately evaluate and mitigate for potential paleontological resources on-site. Compliance with Mitigation Measures GEO-1 through GEO-3 would reduce potential paleontological resource impacts associated with the project to less than significant levels.

Mitigation Measures:

- GEO-1 If unanticipated fossil discoveries are made, all work must halt within 50 feet until a qualified paleontologist can evaluate the find. Work may resume immediately outside of the 50-foot radius.
- GEO-2 If the discoveries are determined to be significant, full-time paleontological monitoring shall be recommended for the remainder of ground disturbance for the project. Paleontological monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls. In the event a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and collected, if warranted. Monitoring efforts may be reduced or eliminated at the discretion of the project paleontologist.
- GEO-3 Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped paleontology laboratory to a point ready for curation. Following laboratory work, all fossil specimens shall be identified to the most specific taxonomic level possible, cataloged, analyzed, and offered to the Natural History Museum of Los Angeles County for permanent curation and storage. At the conclusion of laboratory work and museum curation, a final Paleontological Monitoring Report shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project area geology and paleontology, a list of taxa recovered, an analysis of fossils recovered and their scientific significance, and recommendations. A copy of the report shall also be submitted to the Natural History Museum of Los Angeles County.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. Upon implementation of the required mitigation, the potentially significant impact would be reduced to a less than significant level. The City of Norwalk hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

CUMULATIVE The proposed project, combined with other related cumulative projects, could expose people or structures to potential substantial adverse effects involving geology and soils and could impact unknown paleontological resources.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

Support for this environmental impact conclusion is included in Draft EIR Section 5.4, *Geology and Soils*, and in particular, starting on page 5.4-16 of the Draft EIR.

Cumulative projects identified in Draft EIR Table 4-1, *Cumulative Projects List*, would be located within proximity to similar fault zones as the proposed project. However, the intensity of the seismic ground shaking would vary by site based on earthquake magnitude, distance to epicenter, and geology of the area between the epicenter and the cumulative site. Additionally, potential paleontological resource impacts associated with the development of each cumulative project would be specific to each site. Cumulative projects would be required to comply with existing Federal, State, and local regulations (including the California Building Code (CBC) and Municipal Code Chapter 15.04) and project-specific mitigation measures related to geologic hazards on a project-by-project basis.

As concluded above, geologic and seismic hazards associated with the proposed project would be reduced to less than significant levels following conformance with established regulatory requirements, including the CBC, Municipal Code, National Pollutant Discharge Elimination System requirements, and South Coast Air Quality Management District (SCAQMD) Rule 403. Additionally, compliance with Municipal Code Chapter 15.04 would ensure project design and construction plans incorporate recommended design features in the project's Geotechnical Investigation, and Mitigation Measures GEO-1, GEO-2, and GEO-3 would ensure that potential impacts to unknown paleontological resources on-site, if encountered, are reduced to less than significant levels. As such, with compliance with the recommended mitigations, the project would not result in cumulatively considerable impacts in this regard.

Mitigation Measure:

- GEO-1 If unanticipated fossil discoveries are made, all work must halt within 50 feet until a qualified paleontologist can evaluate the find. Work may resume immediately outside of the 50-foot radius.
- GEO-2 If the discoveries are determined to be significant, full-time paleontological monitoring shall be recommended for the remainder of ground disturbance for the project. Paleontological monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls. In the event a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and collected, if warranted. Monitoring efforts may be reduced or eliminated at the discretion of the project paleontologist.
- GEO-3 Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped paleontology laboratory to a point ready for curation. Following laboratory work, all fossil specimens shall be identified to the most specific taxonomic level possible, cataloged, analyzed, and offered to the Natural History Museum of Los Angeles County for permanent curation and storage. At the conclusion of laboratory work and museum curation, a final Paleontological Monitoring Report shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project area geology and paleontology, a list of taxa recovered, an analysis of fossils recovered and their scientific significance, and recommendations. A copy of the report shall also be submitted to the Natural History Museum of Los Angeles County.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of

the mitigation measure above. Upon implementation of the required mitigation, the potentially significant impact would be reduced to a less than significant level. The City of Norwalk hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

3. Public Services

PSR-1 Project implementation could result in the need for additional fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Applicable Threshold of Significance: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

Support for this environmental impact conclusion is included in Draft EIR Section 5.13, *Public Services/Recreation*, and in particular, starting on page 5.13-9 of the Draft EIR.

CONSTRUCTION

The project would not result in the need for the construction of any new or physically altered fire protection facilities. Construction activities associated with the project could temporarily result in an incrementally increased demand for Los Angeles County Fire Department (LACFD) fire protection services. However, all construction activities would be subject to compliance with applicable State and local regulations in place to reduce risk of construction-related fire (i.e., requirements for emergency access, hazardous material handling, and fire protection systems; project-specific fire and safety requirements may be added during building and fire plan check with LACFD). The project would be required to comply with mitigation measure TRA-1 pertaining to implementation of a Construction Management Plan (CMP) to ensure emergency access is maintained. Additionally, the project would be required to comply with Municipal Code Chapter 15.08, *California Building Code*, which adopts by reference the CBC standards regarding site access requirements and fire safety precautions. With compliance with State and local regulations and Mitigation Measure TRA-1, construction-related impacts to fire protection services from the project would be less than significant in this regard.

As discussed in Draft EIR Section 5.7, *Transportation*, Mitigation Measure TRA-1 would require the project Applicant to implement a Construction Management Plan (CMP), which would minimize potential impacts to emergency access along Bloomfield Avenue and Shoemaker Avenue) on the local circulation system. Mitigation Measure TRA-1 would require the construction contractor to coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures would not impact operations of adjacent uses or emergency access. With implementation of Mitigation Measure TRA-1, and compliance with State and local regulations, construction-related impacts to fire protection services from the project would be less than significant in this regard.

OPERATIONS

The project would be designed in accordance with Municipal Code Chapter 15.04, *California Building Code*, as well as Municipal Code Chapter 15.08, *California Fire Code*, which adopts by reference the 2022 edition of the California Fire Code. The California Fire Code includes fire safety-related building standards for construction, access, water mains, fire flows, and hydrants. Further, in conformance with General Plan Public Safety Element,

the proposed project would be required to consult with the LACFD and Norwalk Sheriff Station or any other emergency response agency during the review of development projects or land use entitlement applications. LACFD's Land Development Unit would review all building plans for the proposed project during the building permit plan check to ensure that there is sufficient access and water system requirements are met, and that the proposed project meets all applicable building code requirements—including automatic sprinkler systems, fire extinguishers, and fire alarms. Therefore, the proposed project would be consistent with the General Plan goal to ensure the availability and effective response of emergency services.

Domestic water would be used for fire suppression and provided by Golden State Water Company (GSWC). The project would require construction of new, on-site water distribution lines to serve the new buildings and facilities of the proposed project; refer to Draft EIR [Exhibits 3-7](#) and [3-8](#) in Draft EIR [Section 3, Project Description](#). New 12-inch domestic water lines would be installed concurrently with street improvements. Water connections to buildings for potable and fire protection purposes would be made prior to certificate of occupancy.

As discussed in Draft EIR Section 5.12, *Population and Housing*, the project would not induce significant unplanned population growth. Therefore, although the proposed project is expected to increase demand for LACFD services, the demand would not be substantial or result in the need for additional fire protection facilities, and would not adversely impact service ratios, response times, or other LACFD performance standards. Additionally, the increase in demand for LACFD services would not require the construction of new fire protection facilities or expansion of existing fire protection facilities. Therefore, the project would result in a less than significant impact in this regard.

Mitigation Measures:

TRA-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, the construction contractor shall prepare a Construction Management Plan (CMP) to be submitted for review and approval by the City of Norwalk Director of Public Works. The requirement for a CMP shall be incorporated into the project specifications and subject to verification by the Director of Public Works prior to final plan approval. The CMP shall include, at a minimum, the following measures, which shall be implemented during all construction activities:

- Meet the standards established in the current *California Manual on Uniform Traffic Control Devices* (MUTCD) as well as City of Norwalk requirements. The CMP shall be prepared by the construction contractor and submitted to the Director of Public Works for approval pertaining to off-site work, including sidewalk construction, building façade, underground utilities, and any work that would require temporary lane closures. The plan shall be developed according to the MUTCD (latest edition) guidelines, including plans for traffic signs, traffic cone arrangements, and flaggers to assist with pedestrians and traffic.
- Identify traffic control for any street closure, detour, or other disruption to traffic circulation, including the necessary traffic controls to allow for construction-related traffic to efficiently enter and exit the site and maintain emergency access to the site and surrounding area.
- Should project construction activities require temporary vehicle lane and/or sidewalk closures, the construction contractor shall coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access.

- Identify the routes that construction vehicles must utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Should project construction activities occur during general drop-off and pick-up hours for nearby schools, traffic signs, traffic cone arrangements, and flaggers shall assist with ensuring continued vehicular access and safe pedestrian access along the project frontage for students.
- Require the construction contractor to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The construction contractor shall clean adjacent streets, as directed by the Director of Public Works, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. Upon implementation of the required mitigation, the potentially significant impact would be reduced to a less than significant level. The City of Norwalk hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

PSR-2 Project implementation could result in the need for additional police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Applicable Threshold of Significance: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

Support for this environmental impact conclusion is included in Draft EIR Section 5.13, *Public Services/ Recreation*, and in particular, starting on page 5.13-11 of the Draft EIR.

CONSTRUCTION

The project would not result in the need for the construction of any new or physically altered police protection facilities. The proposed project would be reviewed by the Los Angeles County Sheriff's Department (LASD) during the plan check process for the proposed project before construction. The project site would be fenced during the construction phase, and construction site access would be limited to authorized personnel. Further, the project would be required to comply with mitigation measure TRA-1 pertaining to implementation of a CMP to ensure emergency access is maintained. Therefore, construction activities would not substantially impact police response times. Construction activities would also be subject to compliance with applicable State and local regulations to reduce impacts to police protection services, including Municipal Code Chapter 15.04 (adopts by reference the 2022 CBC), which includes site access requirements and other relevant safety precautions. As such construction-related impacts concerning police protection services would be less than significant, as the project would not result in the need for the construction of any new or physically altered police protection facilities during construction.

OPERATIONS

Project implementation would result in additional demands on existing Norwalk Sheriff Station services, including the City's Department of Public Safety, as well as the level of service required by the LASD's Metrolink Bureau (MTB). Project buildout would result in the construction of up to 770 dwelling units, which has the potential to introduce up to 2,764 additional residents to the City. As a transit-oriented development, the project also has the potential to increase Metrolink ridership. However, as discussed in Draft EIR Section 5.12, *Population and Housing*, the project would not induce significant unplanned population growth.

Development of the proposed project would include several design features and security measures that would reduce the opportunity for criminal activity to occur onsite, which meet the goals of Crime Prevention Thru Environmental Design (CPTED) as referenced by LASD. For example, the Specific Plan would include a detailed safety, lighting, and signage lighting plan that would be approved by the Director of Community Development prior to issuance of a building permit; the plan would discuss strategies for avoiding spillover lighting and to ensure pedestrian safety. Lighting for uncovered parking areas, vehicular access ways, and walkways would be required. Further, in conformance with General Plan Public Safety Element, the proposed project would be required to consult with the LACFD and LASD/Norwalk Sheriff Station or any other emergency response agency during the review of development projects or land use entitlement applications. Therefore, the proposed project would be consistent with the General Plan goal to ensure the availability and effective response of emergency services.

The Norwalk Sheriff Station indicated that there are no definitive plans to replace or expand the existing facility. As of Fiscal Year 2022-23, response times are well within City and industry standards and the law enforcement budget has received a 3.9-million-dollar increase, which has funded additional Special Assignment Deputies and a Motor Deputy. It is expected that this budget increase would help mitigate the impacts of population growth. Additionally, it is expected that continued aid provided by the City's Department of Public Safety would further accommodate any increases in demand resulting from the proposed project.

The proposed project would be required to pay all applicable development and law enforcement mitigation fees. Additionally, the proposed project would generate a new source of property taxes and Measure P sales taxes for the City of Norwalk, which could be used, in part, to fund sheriff protection services. Compliance with relevant legislations and the General Plan would ensure the project's additional demand for police protection services do not adversely impact the Norwalk Sheriff Station's continued ability to meet its established response times and police staffing levels. As such, operational impacts concerning police protection services would be less than significant.

Mitigation Measures:

TRA-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, the construction contractor shall prepare a Construction Management Plan (CMP) to be submitted for review and approval by the City of Norwalk Director of Public Works. The requirement for a CMP shall be incorporated into the project specifications and subject to verification by the Director of Public Works prior to final plan approval. The CMP shall include, at a minimum, the following measures, which shall be implemented during all construction activities:

- Meet the standards established in the current *California Manual on Uniform Traffic Control Devices* (MUTCD) as well as City of Norwalk requirements. The CMP shall be prepared by the construction contractor and submitted to the Director of Public Works for approval pertaining to off-site work, including sidewalk construction, building façade, underground utilities, and any work that would require temporary lane closures. The plan shall be developed according to the MUTCD (latest edition) guidelines, including plans

for traffic signs, traffic cone arrangements, and flaggers to assist with pedestrians and traffic.

- Identify traffic control for any street closure, detour, or other disruption to traffic circulation, including the necessary traffic controls to allow for construction-related traffic to efficiently enter and exit the site and maintain emergency access to the site and surrounding area.
- Should project construction activities require temporary vehicle lane and/or sidewalk closures, the construction contractor shall coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access.
- Identify the routes that construction vehicles must utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Should project construction activities occur during general drop-off and pick-up hours for nearby schools, traffic signs, traffic cone arrangements, and flaggers shall assist with ensuring continued vehicular access and safe pedestrian access along the project frontage for students.
- Require the construction contractor to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The construction contractor shall clean adjacent streets, as directed by the Director of Public Works, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. Upon implementation of the required mitigation, the potentially significant impact would be reduced to a less than significant level. The City of Norwalk hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

CUMULATIVE The project combined with other cumulative projects could create increased demand for fire protection services that could create significant environmental impacts.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

Support for this environmental impact conclusion is included in Draft EIR Section 5.13, *Public Services/ Recreation*, and in particular, starting on page 5.13-15 of the Draft EIR.

Cumulative development projects within the LACFD's service area in City would have the potential to result in the need for additional LACFD resources (i.e., additional staffing, equipment, expanded/new facilities). However, cumulative projects would be subject to all applicable laws, ordinances, and regulations in place for fire protection and emergency services. Development occurring within the City would be required to demonstrate compliance with all applicable regulations, including the Municipal Code Chapter 15.08 (adopts by reference the 2022 edition of the California Fire Code) requirements regarding construction, access, water mains, fire flows, and hydrants. In conformance with the General Plan Public Safety Element, the City would consult with the LACFD and LASD or any other emergency response agency during the review of development

projects or land use entitlement applications. Cumulative projects would be reviewed by the City and the LACFD to determine specific fire requirements (e.g., fire hydrant spacing, sprinkler requirements in certain types of construction, safe vehicular access for evacuation or response, and ensuring the development does not negatively impact response times) applicable to the specific development and to ensure compliance with all applicable requirements as discussed.

As concluded in Impact Statement PSR-1, the proposed project is not anticipated to result in significant impacts to fire protection services. Mitigation Measure TRA-1 would minimize potential impacts to emergency access on the local circulation system during construction. Further, the proposed project would conform with the applicable laws, ordinances, and regulations in place for fire protection and emergency services as detailed above. As such, the proposed project would not result in cumulatively considerable impacts to fire protection services. Impacts in this regard would be reduced to less than significant levels.

Mitigation Measures:

TRA-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, the construction contractor shall prepare a Construction Management Plan (CMP) to be submitted for review and approval by the City of Norwalk Director of Public Works. The requirement for a CMP shall be incorporated into the project specifications and subject to verification by the Director of Public Works prior to final plan approval. The CMP shall include, at a minimum, the following measures, which shall be implemented during all construction activities:

- Meet the standards established in the current *California Manual on Uniform Traffic Control Devices* (MUTCD) as well as City of Norwalk requirements. The CMP shall be prepared by the construction contractor and submitted to the Director of Public Works for approval pertaining to off-site work, including sidewalk construction, building façade, underground utilities, and any work that would require temporary lane closures. The plan shall be developed according to the MUTCD (latest edition) guidelines, including plans for traffic signs, traffic cone arrangements, and flaggers to assist with pedestrians and traffic.
- Identify traffic control for any street closure, detour, or other disruption to traffic circulation, including the necessary traffic controls to allow for construction-related traffic to efficiently enter and exit the site and maintain emergency access to the site and surrounding area.
- Should project construction activities require temporary vehicle lane and/or sidewalk closures, the construction contractor shall coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access.
- Identify the routes that construction vehicles must utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Should project construction activities occur during general drop-off and pick-up hours for nearby schools, traffic signs, traffic cone arrangements, and flaggers shall assist with ensuring continued vehicular access and safe pedestrian access along the project frontage for students.
- Require the construction contractor to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The construction

contractor shall clean adjacent streets, as directed by the Director of Public Works, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. Upon implementation of the required mitigation, the potentially significant impact would be reduced to a less than significant level. The City of Norwalk hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

CUMULATIVE The project combined with other cumulative projects could create increased demand for police protection services that could create significant environmental impacts.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

Support for this environmental impact conclusion is included in Section 5.13, *Public Services/Recreation*, and in particular, starting on page 5.13-16 of the Draft EIR.

Cumulative development in the LASD’s service area within the City has the potential to result in the need for additional resources (i.e., additional staffing, equipment, expanded/new facilities). However, cumulative development would be subject to all applicable laws, ordinances, and regulations in place for police services. Site-specific development would be reviewed by the City and the LASD to determine specific safety requirements applicable to the individual development proposals and to ensure compliance with these requirements under the Municipal Code Chapter 15.04 (adopts by reference the 2022 CBC), which includes site access requirements and other relevant safety precautions. In conformance with the General Plan Public Safety Element, the City would consult with the LACFD and LASD or any other emergency response agency during the review of development projects or land use entitlement applications. Similar to the proposed project, each development project is expected to integrate design concepts to reduce the potential of unwanted activity on their respective sites and comply with applicable regulatory requirements related to security and safety during construction and operation.

As concluded in PSR-2, the proposed project is not anticipated to involve significant impacts to police protection services, as the project would not induce substantial population growth. Additionally, Mitigation Measure TRA-1 would minimize potential impacts to emergency access on the local circulation system during construction. Further, the proposed project would conform with the applicable laws, ordinances, and regulations in place for police protection services as detailed above. Therefore, the proposed project would not result in cumulatively considerable impacts to police protection services. Impacts in this regard would be less than significant.

Mitigation Measures:

TRA-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, the construction contractor shall prepare a Construction Management Plan (CMP) to be submitted for review and approval by the City of Norwalk Director of Public Works. The requirement for a CMP shall be incorporated into the project specifications and subject to verification by the Director of Public Works prior to final plan approval. The CMP shall include, at a minimum, the following measures, which shall be implemented during all construction activities:

- Meet the standards established in the current *California Manual on Uniform Traffic Control Devices* (MUTCD) as well as City of Norwalk requirements. The CMP shall be prepared by the construction contractor and submitted to the Director of Public Works for approval pertaining to off-site work, including sidewalk construction, building façade, underground utilities, and any work that would require temporary lane closures. The plan shall be developed according to the MUTCD (latest edition) guidelines, including plans for traffic signs, traffic cone arrangements, and flaggers to assist with pedestrians and traffic.
- Identify traffic control for any street closure, detour, or other disruption to traffic circulation, including the necessary traffic controls to allow for construction-related traffic to efficiently enter and exit the site and maintain emergency access to the site and surrounding area.
- Should project construction activities require temporary vehicle lane and/or sidewalk closures, the construction contractor shall coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access.
- Identify the routes that construction vehicles must utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Should project construction activities occur during general drop-off and pick-up hours for nearby schools, traffic signs, traffic cone arrangements, and flaggers shall assist with ensuring continued vehicular access and safe pedestrian access along the project frontage for students.
- Require the construction contractor to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The construction contractor shall clean adjacent streets, as directed by the Director of Public Works, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. Upon implementation of the required mitigation, the potentially significant impact would be reduced to a less than significant level. The City of Norwalk hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

4. Transportation

TRA-4 Project implementation could result in inadequate emergency access.

Applicable Threshold of Significance: Result in inadequate emergency access.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

Support for this environmental impact conclusion is included in Draft EIR Section 5.7, *Transportation*, and in particular, starting on page 5.7-13 of the Draft EIR.

CONSTRUCTION

The Los Angeles County Public Works Department identifies the Santa Ana Freeway, Imperial Highway, and Norwalk Boulevard as disaster routes within the project vicinity. Construction activities associated with the project would generate traffic as a result of construction equipment being transported to and from the site, and vehicular traffic from construction workers, export of construction debris, and delivery of materials to the site. Staging areas for construction equipment and materials storage would be established on-site. The construction activities would include demolition, site preparation, grading/excavation, trenching, building construction, and paving. Proposed improvements also include right-of-way improvements along Bloomfield Avenue and Shoemaker Avenue, as well as at Zimmerman Park.

Construction-related trips associated with trucks and employees traveling to and from the site in the morning and afternoon, as well as off-site right-of-way improvements along Bloomfield Avenue and Shoemaker Avenue, may result in some minor temporary and short-term traffic delays as a result of partial lane closures and/or construction-related vehicles traveling along Bloomfield Avenue. Based on the TIA, the highest amount of daily traffic expected during construction is estimated to be 1,378 vehicles; it should be noted that this represents a conservative estimate that would only occur for a short duration of the overall construction process.

Mitigation Measure TRA-1 would require a Construction Management Plan (CMP), which would minimize potential impacts to emergency access along Bloomfield Avenue and Shoemaker Avenue) on the local circulation system. Per Mitigation Measure TRA-1, all construction vehicles would carry the required hauling permits and would use the most direct route via the project site to nearby freeways. The exact haul routes would be confirmed with the City of Norwalk Director of Public Works prior to approval. Construction may require temporary closures of vehicle lanes and/or sidewalks. Mitigation Measure TRA-1 would require the construction contractor to coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures would not impact operations of adjacent uses or emergency access. In addition, Mitigation Measure TRA-1 would ensure traffic signs, traffic cone arrangements, and flaggers are present during general drop-off and pick-up hours for nearby schools to ensure safe pedestrian access along the project frontage for students. Overall, construction-related traffic impacts would be short-term and temporary and implementation of Mitigation Measure TRA-1 would ensure construction-related project impacts are less than significant.

OPERATIONS

The project would be required to comply with LACFD requirements for emergency access. Additionally, the project would include a Promenade/Fire Lane along the eastern boundary of the project site that would ensure adequate emergency access for LACFD to proposed structures. All future development within the project area would be subject to compliance with the existing regulations specified in the CFC, California Building Code, International Fire Code, the Municipal Code, and other applicable life and safety requirements. Site plans for the proposed project would be subject to review by the City to ensure that adequate emergency access or emergency response would be provided. Additionally, the project site plans would be subject to review by LACFD for compliance with fire and emergency access standards and requirements. Therefore, the project would not result in inadequate emergency access and impacts would be less than significant in this regard.

Mitigation Measures:

TRA-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, the construction contractor shall prepare a Construction Management Plan (CMP) to be submitted for review and approval by the City of Norwalk Director of Public Works. The requirement for a CMP shall be incorporated into the project specifications and subject to verification by the

Director of Public Works prior to final plan approval. The CMP shall include, at a minimum, the following measures, which shall be implemented during all construction activities:

- Meet the standards established in the current *California Manual on Uniform Traffic Control Devices* (MUTCD) as well as City of Norwalk requirements. The CMP shall be prepared by the construction contractor and submitted to the Director of Public Works for approval pertaining to off-site work, including sidewalk construction, building façade, underground utilities, and any work that would require temporary lane closures. The plan shall be developed according to the MUTCD (latest edition) guidelines, including plans for traffic signs, traffic cone arrangements, and flaggers to assist with pedestrians and traffic.
- Identify traffic control for any street closure, detour, or other disruption to traffic circulation, including the necessary traffic controls to allow for construction-related traffic to efficiently enter and exit the site and maintain emergency access to the site and surrounding area.
- Should project construction activities require temporary vehicle lane and/or sidewalk closures, the construction contractor shall coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access.
- Identify the routes that construction vehicles must utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Should project construction activities occur during general drop-off and pick-up hours for nearby schools, traffic signs, traffic cone arrangements, and flaggers shall assist with ensuring continued vehicular access and safe pedestrian access along the project frontage for students.
- Require the construction contractor to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The construction contractor shall clean adjacent streets, as directed by the Director of Public Works, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. Upon implementation of the required mitigation, the potentially significant impact would be reduced to a less than significant level. The City of Norwalk hereby finds that implementation of the mitigation measures are feasible, and the measures are therefore adopted.

CUMULATIVE Future development, combine with other related projects, could substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment, and result in cumulative impacts.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

Support for this environmental impact conclusion is included in Draft EIR Section 5.7, *Transportation*, and in particular, starting on page 5.7-17 of the Draft EIR.

Cumulative projects could result in an increase in hazards due to a geometric design feature or incompatible use. However, cumulative projects would be evaluated on a case-by-case basis through the development review process of the City of Norwalk to determine the appropriate land use permit for authorizing their use and the conditions for their establishment and operation. The development review would ensure that safe access and circulation to and within the development area would be provided. Additionally, access to development sites would be required to comply with all applicable Municipal Code and City design standards and would be reviewed by the City and the LACFD to ensure that inadequate design features or incompatible uses do not occur as development occurs.

The proposed project would involve the development of a mixed-use transit-oriented community. These uses are typical of an urban area, such as the City of Norwalk, and do not represent an incompatible use. The project would be required to implement a CMP during construction (Mitigation Measure TRA-1). New development would incorporate safety design features, including a detailed safety, lighting, and signage lighting plan that would be required to be submitted and approved by the Director of Community Development, prior to issuance of a building permit per the proposed Specific Plan. The proposed roadways and intersections would be required to be designed in accordance with the proposed Specific Plan as well as the Municipal Code, Chapter 15.08, which would prevent sharp curves and dangerous intersections and ensure emergency vehicle accessibility. As such, the proposed project would not significantly contribute to a cumulative impact involving inadequate design features or incompatible uses. Impacts in this regard would be less than significant with compliance with recommended mitigation.

Mitigation Measure:

TRA-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, the construction contractor shall prepare a Construction Management Plan (CMP) to be submitted for review and approval by the City of Norwalk Director of Public Works. The requirement for a CMP shall be incorporated into the project specifications and subject to verification by the Director of Public Works prior to final plan approval. The CMP shall include, at a minimum, the following measures, which shall be implemented during all construction activities:

- Meet the standards established in the current *California Manual on Uniform Traffic Control Devices* (MUTCD) as well as City of Norwalk requirements. The CMP shall be prepared by the construction contractor and submitted to the Director of Public Works for approval pertaining to off-site work, including sidewalk construction, building façade, underground utilities, and any work that would require temporary lane closures. The plan shall be developed according to the MUTCD (latest edition) guidelines, including plans for traffic signs, traffic cone arrangements, and flaggers to assist with pedestrians and traffic.
- Identify traffic control for any street closure, detour, or other disruption to traffic circulation, including the necessary traffic controls to allow for construction-related traffic to efficiently enter and exit the site and maintain emergency access to the site and surrounding area.
- Should project construction activities require temporary vehicle lane and/or sidewalk closures, the construction contractor shall coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access.

- Identify the routes that construction vehicles must utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Should project construction activities occur during general drop-off and pick-up hours for nearby schools, traffic signs, traffic cone arrangements, and flaggers shall assist with ensuring continued vehicular access and safe pedestrian access along the project frontage for students.
- Require the construction contractor to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The construction contractor shall clean adjacent streets, as directed by the Director of Public Works, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. Upon implementation of the required mitigation, the potentially significant impact would be reduced to a less than significant level. The City of Norwalk hereby finds that implementation of the mitigation measures are feasible, and the measures are therefore adopted.

CUMULATIVE Future development, combined with other related projects, could result in inadequate emergency access.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

Support for this environmental impact conclusion is included in Draft EIR Section 5.7, *Transportation*, and in particular, starting on page 5.7-17 of the Draft EIR.

Cumulative projects could result in inadequate emergency access in the area. However, future projects would be required to comply with the City's development review process on a case-by-case basis, including review for compliance with the Municipal Code pertaining to maintaining/providing emergency access. New developments would also be required to comply with all applicable fire and building codes and ordinances for construction and access to the site during both construction and operational phases. Individual projects would be reviewed by the City Engineer and LACFD to determine the specific fire requirements applicable to the specific development and to ensure compliance with these requirements. This would ensure that new developments would provide adequate emergency access to and from each site. Further, the City and LACFD would review any modifications to existing roadways to ensure that adequate emergency access or emergency response would be maintained. Emergency response and evacuation procedures would be coordinated through the City in coordination with the LACFD and Caltrans.

The project would be required to implement a CMP during construction (Mitigation Measure TRA-1). Future on-site development would also be required to comply with LACFD requirements for emergency access, and include a Promenade/Fire Lane along the eastern boundary of the project site. Site plans for the proposed project would subject to review by the City to ensure that adequate emergency access or emergency response would be provided. Additionally, the project site plans would be subject to review by LACFD for compliance with fire and emergency access standards and requirements. Therefore, with compliance with State, regional, and local standards and regulations, the project would not significantly contribute to a cumulatively considerable impact regarding emergency access. As such, with compliance with recommended mitigation, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures:

TRA-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, the construction contractor shall prepare a Construction Management Plan (CMP) to be submitted for review and approval by the City of Norwalk Director of Public Works. The requirement for a CMP shall be incorporated into the project specifications and subject to verification by the Director of Public Works prior to final plan approval. The CMP shall include, at a minimum, the following measures, which shall be implemented during all construction activities:

- Meet the standards established in the current *California Manual on Uniform Traffic Control Devices* (MUTCD) as well as City of Norwalk requirements. The CMP shall be prepared by the construction contractor and submitted to the Director of Public Works for approval pertaining to off-site work, including sidewalk construction, building façade, underground utilities, and any work that would require temporary lane closures. The plan shall be developed according to the MUTCD (latest edition) guidelines, including plans for traffic signs, traffic cone arrangements, and flaggers to assist with pedestrians and traffic.
- Identify traffic control for any street closure, detour, or other disruption to traffic circulation, including the necessary traffic controls to allow for construction-related traffic to efficiently enter and exit the site and maintain emergency access to the site and surrounding area.
- Should project construction activities require temporary vehicle lane and/or sidewalk closures, the construction contractor shall coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access.
- Identify the routes that construction vehicles must utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Should project construction activities occur during general drop-off and pick-up hours for nearby schools, traffic signs, traffic cone arrangements, and flaggers shall assist with ensuring continued vehicular access and safe pedestrian access along the project frontage for students.
- Require the construction contractor to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The construction contractor shall clean adjacent streets, as directed by the Director of Public Works, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. Upon implementation of the required mitigation, the potentially significant impact would be reduced to a less than significant level. The City of Norwalk hereby finds that implementation of the mitigation measures are feasible, and the measures are therefore adopted.

5. Tribal Cultural Resources

CUL-3 The project could cause a significant impact to a tribal cultural resource.

Applicable Threshold of Significance: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

Support for this environmental impact conclusion is included in Draft EIR Section 5.3, *Tribal and Cultural Resources*, and in particular, starting on page 5.3-21 of the Draft EIR.

The City has sent letters inviting tribes to consult on the project per Assembly Bill 52 and Senate Bill 18 on July 11, 2022. However, no responses from Native American Heritage Commission (NAHC) individuals or tribal organizations were received.

Based on the records search, literature review, field survey results, highly disturbed nature of the project site, and tribal consultation results, the City has determined that there is low potential for unknown tribal cultural resources to be discovered on-site during site disturbance activities. However, excavation activities may encounter native soils which has the potential to support unknown tribal cultural resources. In the unlikely event that tribal cultural resources are encountered during project construction, Mitigation Measure CUL-1 would require all project construction efforts to halt until an archaeologist examines the site, identifies the archaeological significance of the find, and recommends a course of action. Implementation of Mitigation Measure CUL-1 would ensure that appropriate protocols are in place in the event unknown cultural resources, including archaeological and tribal cultural resources, are discovered during ground-disturbing activities. As such, impacts to tribal cultural resources would be reduced to less than significant levels.

Mitigation Measures:

CUL-1 Unanticipated Discovery of Cultural Resources. If archaeological resources are encountered during ground-disturbing activities, work within 50-feet of the find should be halted and the project Applicant, or their designee, shall retain an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) immediately to evaluate the find. If the resources are Native American in origin, the Native American Heritage Commission shall be contacted as mandated by law. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources eligibility. The treatment plan shall be reviewed and approved by the qualified archaeologist.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. Upon implementation of the required mitigation, the potentially significant impact would be reduced to a less than significant level. The City of Norwalk hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

CUMULATIVE The project, combined with other related cumulative projects, could cause cumulatively considerable impacts to historical resources, archaeological resources, or tribal cultural resources.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

Support for this environmental impact conclusion is included in Draft EIR Section 5.3, *Tribal and Cultural Resources*, and in particular, starting on page 5.3-22 of the Draft EIR.

Draft EIR Table 4-1, Cumulative Projects List, identifies the related projects and other possible development in the area determined as having the potential to interact with the project to the extent that a significant cumulative effect may occur. Project-related impacts to historical, archeological, and tribal cultural resources have been determined to be less than significant with implementation of Mitigation Measure CUL-1. Future cumulative projects would be evaluated on a project-by-project basis to determine the extent of potential impacts to site-specific historical, archaeological, and/or tribal cultural resources. Related projects would be required to adhere to State and Federal regulations, as well as project-specific mitigation measures.

Based on the records search, literature review, field survey results, highly disturbed nature of the project site, and tribal consultation results, the City has determined that there is low potential for unknown tribal cultural resources to be discovered on-site during site disturbance activities. However, excavation activities may encounter native soils which has the potential to support unknown tribal cultural resources. In the unlikely event that tribal cultural resources are encountered during project construction, Mitigation Measure CUL-1 would require all project construction efforts to halt until an archaeologist examines the site, identifies the archaeological significance of the find, and recommends a course of action. Implementation of Mitigation Measure CUL-1 would ensure that appropriate protocols are in place in the event unknown cultural resources, including archaeological and tribal cultural resources, are discovered during ground-disturbing activities. As such, impacts to tribal cultural resources would be reduced to less than significant levels. Implementation of Mitigation Measure CUL-1 would reduce potentially significant project impacts to historical, archaeological, and tribal cultural resources to less than significant levels. Thus, the project's less than significant impacts would not be cumulatively considerable.

Mitigation Measures:

CUL-1 Unanticipated Discovery of Cultural Resources. If archaeological resources are encountered during ground-disturbing activities, work within 50-feet of the find should be halted and the project Applicant, or their designee, shall retain an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) immediately to evaluate the find. If the resources are Native American in origin, the Native American Heritage Commission shall be contacted as mandated by law. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources eligibility. The treatment plan shall be reviewed and approved by the qualified archaeologist.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. Upon implementation of the required mitigation, the potentially significant impact would be reduced to a less than significant level. The City of Norwalk hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

D. FINDINGS ON SIGNIFICANT UNAVOIDABLE IMPACTS

The following summary describes the unavoidable impacts of the proposed project where mitigation measures were found to be infeasible or would not lessen impacts to less than significant levels. The following impacts would remain significant and unavoidable.

GHG-1 Greenhouse gas emissions generated by the project would have a significant impact on global climate change.

Applicable Threshold of Significance: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Level of Significance: Significant and Unavoidable Impact.

Support for this environmental impact conclusion is identified in Draft EIR Section 5.9, *Greenhouse Gas Emissions*, and in particular, starting on page 5.9-13 of the Draft EIR.

The project involves demolishing the existing California Youth Authority (CYA) facility and developing a mixed-use transit-oriented community with a mix of retail/hospitality, multi-family residential uses, and park land uses. The proposed project-related GHG emissions would include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO₂, N₂O, and CH₄, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emissions from electricity and natural gas consumption, water demand, and solid waste generation. CalEEMod was used to calculate project-related GHG emissions. Under existing conditions, a nominal portion of the project site is being used for temporary DSH satellite facility operations. As a conservative analysis, emissions from existing uses on-site were not modeled or deducted from project-generated emissions.

CalEEMod relies upon trip data provided in *Norwalk Transit Village Transportation Impact Analysis* (Transportation Impact Analysis) prepared by Michael Baker International, dated March 8, 2023, and project-specific land use data to calculate emissions. Draft EIR [Table 5.9-1, Project Greenhouse Gas Emissions](#), presents the estimated proposed project's CO₂, CH₄, and N₂O emissions. It should be noted that these estimates represent gross emissions for the project and do not include emissions generated by current on-site uses. CalEEMod outputs are contained within Draft EIR [Appendix 11.7, Air Quality/Greenhouse Gas Emissions/Energy Data](#).

Direct Project-Related Sources of Greenhouse Gases

Construction Emissions

Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operation emissions.¹ As shown in Draft EIR [Table 5.9-1](#), the proposed project would result in 153.17 MTCO₂e per year when amortized over 30 years (or a total of 4,595.17 MTCO₂e in 30 years).

Area Source

Area source emissions were calculated using CalEEMod and project-specific land use data. Project-related area sources include exhaust emissions from landscape maintenance equipment, such as lawnmowers,

¹ The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008).

shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site. As noted in Draft EIR [Table 5.9-1](#), the proposed project would result in 184.99 MTCO_{2e} per year of area source GHG emissions.

Mobile Source

According to the Transportation Impact Analysis, the proposed project would generate an increase of 7,455 daily trips, 653 a.m. peak hour trips, and 771 p.m. peak hour trips. Based on the proposed project-generated daily vehicle trips, the proposed project would result in an increase of approximately 8,331.07 MTCO_{2e} per year of mobile source-generated GHG emissions; refer to Draft EIR [Table 5.9-1](#). As shown in Draft EIR [Table 5.9-1](#), the predominant source of the proposed project GHG emissions would come from mobile emissions. The project would be required to use fuel sources that comply with the CARB LCFS, which would reduce fuel reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020. It should be noted that neither the lead agency, nor the project applicant has authority to control the rates of GHG emissions from vehicles that would travel to and from the proposed project.

Refrigerant

Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high global warming potentials (GWP) values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. As noted in Draft EIR [Table 5.9-1](#), the proposed project would result in 57.34 MTCO_{2e} per year of GHG emissions from refrigerants.

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption

Energy consumption emissions were calculated using the CalEEMod model and project specific land use data. On-site electricity and natural gas would be provided by Southern California Edison (SCE) and Southern California Gas (SoCal Gas), respectively. As shown in Draft EIR [Table 5.9-1](#), the project would indirectly result in 2,537.21 MTCO_{2e}/year GHG emissions due to energy consumption.

Solid Waste

Solid waste emissions associated with operations of the project were calculated using the CalEEMod model and project-specific land use data. Per AB 341, the project would be required to reduce, recycle, or compost at least 50 percent of the solid waste generated. Therefore, a 50 percent reduction in solid waste was modeled in the CalEEMod. Draft EIR [Table 5.9-1](#) shows the project's operational solid waste emissions, which would result in 114.87 MTCO_{2e}/year.

Water Demand

The Golden State Water Company (GSWC) would be the main water supply provider to the proposed project. Central Basin Municipal Water District provides reclaimed water to the general area as well. The project's water supply would be provided by local surface water, groundwater, as well as recycled water sources. The project would result in 122.02 MTCO_{2e}/year, refer to Draft EIR [Table 5.9-1](#).

Total Project-Related Sources of Greenhouse Gases

As shown in Draft EIR [Table 5.9-1](#), the total amount of project related operational GHG emissions from direct and indirect sources combined would be 11,500.67 MTCO_{2e} per year. The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions, while the SCAQMD has recommended

an interim screening threshold of 3,000 MTCO₂e per year for all non-industrial projects which is conservatively used for purposes of this analysis. As such, impacts in this regard would be significant and unavoidable.

CONCLUSION

The primary source of project-related emissions would be from mobile-source emissions generated by the project-related vehicle trips, followed by energy sector emissions and water demand sector emissions. The proposed project has development standards and design features that contribute to reducing GHG emissions. The project would redevelop the infill project site with a mixed-use transit-oriented community with a mix of office/retail, multi-family residential uses, and park land uses. The project is in proximity to the Norwalk-Santa Fe Springs Metrolink Station, which is approximately 0.2- to 0.5-miles northeast of the project site. Further, the project site is located within a pedestrian-oriented area and would include pedestrian and bicycle connection to the nearby Metrolink station. The project site is in an urbanized area and within walking and biking distance to existing commercial and neighborhood-serving retail uses. The project would include a new neighborhood commercial center that would provide restaurants and businesses that provide goods and services that people would frequently use to take care of their personal and household needs. The project would also provide bicycle parking spaces in accordance with CALGreen Code. The proposed project would include operational emission reductions in compliance with Assembly Bill 341 (at least 50 percent of solid waste generated to be reduced, recycled, or composted). In addition, SCAQMD Rule 445 (gaseous-fueled fireplaces and stoves only; no wood burning devices) were applied to the proposed project CalEEMod run.

Mitigation Measures GHG-1 through GHG-4 would require 1) the installation of electric-vehicle-capable charging spaces in the non-residential development to meet the voluntary standards of California Green Building Standards Code (CALGreen); 2) to the extent feasible, that the new residential buildings be primarily electric, meaning that electricity is the primary source of energy for water heating; heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling); cooking; and clothes-drying; 3) exterior electric receptacles to support the use of electric landscape equipment; and 4) light color roofing and building materials to minimize heat-island effect. With implementation of requiring all electricity for residential heating/cooling, cooking, water heating, and other appliances (Mitigation Measure GHG-1), GHG emissions would be slightly reduced, but would continue to exceed the SCAQMD Working Group threshold of 3,000 MTCO₂e/yr as a result of mobile-source emissions generated by the nonresidential and residential land uses. As shown, emissions would continue to exceed the SCAQMD significance threshold of 3,000 MTCO₂e per year. The project would incorporate features to encourage transit use throughout the day such as a mix of uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. The Norwalk Transit Village Specific Plan would also develop Class II and III bike lanes. Pedestrian circulation would be provided throughout the project area via walkways and linear parks, as well as pedestrian crossings. The project would include features promote alternative transportation methods, such as landscaped parkways, pedestrian walkways, bus transit stops, street furniture, and widened pedestrian zones, and electric vehicle charging station. These design features would minimize GHG emissions during operation. The majority of the emissions come from mobile sources, which primarily depend on the prerogative of future residents/employees/visitors with regard to their preferred method of transportation. In addition, fuel efficiency and emission standards are regulated at the State level, and these regulations are becoming more stringent over the years to reduce mobile source emissions. However, as the individual preferences and Statewide regulations are beyond the control of the project applicant and City, it is not feasible to reduce the emissions to below the threshold. Consequently, despite implementation of GHG-1 through GHG-4, project-related GHG impacts would continue to be significant and unavoidable.

Mitigation Measures:

GHG-1 The project applicant shall design and build future development ~~all multi-family residential units~~ to meet/include the following, as applicable, per the discretion of the City of Norwalk Planning Division or their designee:

Non-Residential Development:

- Tier ~~12~~ requirements for Division A5.1, Planning and Design, as outlined under Sections A5.106.5.1.~~12~~ and A5.106.5.1.3 of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code for Designated Parking for Clean Air Vehicles.
- Tier ~~12~~ requirements for Division A5.1, Planning and Design, as outlined under Section A5.106.5.3.~~12~~ of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code for Electric Vehicle (EV) Charging.
- Tier ~~12~~ requirements for Division A5.2, Energy Efficiency, as outlined under Section A5.203.1.2.~~12~~ of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code.
- ~~Tier 2~~ requirements for Division A5.211, Renewable Energy, of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code.
- Tier ~~12~~ requirements for Division A5.3, Water Efficiency and Conservation, as outlined under Section A5.303.2.3.~~12~~ of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code.

Residential Development

- No wood-burning or gas-powered fireplaces shall be installed in any of the dwelling units.
- All buildings to the extent feasible, shall be electric, meaning that electricity is the primary source of energy for water heating; heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling); cooking; and clothes-drying.
- All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.

Prior to the issuance of building permits for new development projects within the project site, the project applicant shall provide documentation (e.g., building plans, site plans) to the City of Norwalk Planning Division to verify implementation of the applicable design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.

GHG-2 The project developer shall design the non-residential portion of the project to:

- Provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal the Tier ~~12~~ Nonresidential Voluntary Measures of the California Green Building Standards Code.
- Provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal to the Tier ~~12~~ Nonresidential Voluntary Measures of the California Green Building Standards.

Prior to the issuance of building permits for new development projects on the project site, the project developer shall provide documentation (e.g., site plans) to the City of Norwalk Planning Division to verify implementation of the of the applicable design requirements specified in this

mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.

GHG-3 Exterior electric receptacles on nonresidential buildings shall be provided for charging or powering electric landscaping equipment.

GHG-4 The project shall use light color roofing and building materials to minimize heat-island effect and reduce lighting, heating, and cooling needs.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Norwalk hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Nevertheless, the City of Norwalk finds that there are no additional mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings (Public Resources Code Sections 21081(a)(1) and (3); *CEQA Guidelines* Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations, the City of Norwalk has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

CUMULATIVE Greenhouse gas emissions generated by the project and other related cumulative projects could have a significant cumulative impact on global climate change or could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.

Level of Significance: Significant and Unavoidable Impact.

Support for this environmental impact conclusion is identified in Draft EIR Section 5.9, *Greenhouse Gas Emissions*, and in particular, starting on page 5.9-24 of the Draft EIR.

Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. Therefore, impacts identified under Impact Statement GHG-1 are not project-specific impacts to global climate change, but the proposed project's contribution to this cumulative impact. GHG impacts are recognized as exclusively cumulative impacts, and there are no non-cumulative GHG emission impacts from a climate change perspective. As such, significant direct impacts associated with the project also serve as the project's cumulative impact. As analyzed in Impact Statements GHG-1 of the Draft EIR, the project would have significant and unavoidable impacts. Thus, the project would cumulatively contribute to GHG impacts and impacts in this regard would be significant and unavoidable.

Mitigation Measures:

GHG-1 The project applicant shall design and build future development all multi-family residential units to meet/include the following, as applicable, per the discretion of the City of Norwalk Planning Division or their designee:

Non-Residential Development:

- Tier ~~12~~ requirements for Division A5.1, Planning and Design, as outlined under Sections A5.106.5.1.~~12~~ and A5.106.5.1.3 of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code for Designated Parking for Clean Air Vehicles.
- Tier ~~12~~ requirements for Division A5.1, Planning and Design, as outlined under Section A5.106.5.3.~~12~~ of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code for Electric Vehicle (EV) Charging.
- Tier ~~12~~ requirements for Division A5.2, Energy Efficiency, as outlined under Section A5.203.1.2.~~12~~ of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code.
- ~~Tier 2~~ requirements for Division A5.211, Renewable Energy, of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code.
- Tier ~~12~~ requirements for Division A5.3, Water Efficiency and Conservation, as outlined under Section A5.303.2.3.~~12~~ of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code.

Residential Development:

- No wood-burning or gas-powered fireplaces shall be installed in any of the dwelling units.
- All buildings to the extent feasible, shall be electric, meaning that electricity is the primary source of energy for water heating; heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling); cooking; and clothes-drying.
- All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.

Prior to the issuance of building permits for new development projects within the project site, the project applicant shall provide documentation (e.g., building plans, site plans) to the City of Norwalk Planning Division to verify implementation of the applicable design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.

GHG-2 The project developer shall design the non-residential portion of the project to:

- Provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal the Tier ~~12~~ Nonresidential Voluntary Measures of the California Green Building Standards Code.
- Provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal to the Tier ~~12~~ Nonresidential Voluntary Measures of the California Green Building Standards.

Prior to the issuance of building permits for new development projects on the project site, the project developer shall provide documentation (e.g., site plans) to the City of Norwalk Planning Division to verify implementation of the of the applicable design requirements specified in this

mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.

GHG-3 Exterior electric receptacles on nonresidential buildings shall be provided for charging or powering electric landscaping equipment.

GHG-4 The project shall use light color roofing and building materials to minimize heat-island effect and reduce lighting, heating, and cooling needs.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Norwalk hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Nevertheless, the City of Norwalk finds that there are no additional mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings (Public Resources Code Sections 21081(a)(1) and (3); *CEQA Guidelines* Sections 15091(a)(1) and (3)). As described in the Statement of Overriding Considerations, the City of Norwalk has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

E. FINDINGS ON RECIRCULATION

CEQA Guidelines Section 15088.5(a) requires a lead agency to “recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review under Section 15087 but before certification. As used in this section, the term ‘information’ can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not ‘significant’ unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.”

Comment letters received on the Draft EIR and responses to those comment letters provided in the Final EIR do not identify any significant new information requiring recirculation. As a result, pursuant to *CEQA Guidelines* Section 15088.5, a recirculation of the Draft EIR is not required.

F. FINDINGS ON PROJECT ALTERNATIVES

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. As discussed above, upon compliance with existing regulations and mitigation measures, project implementation would not result in any significant and unavoidable impacts with the exception of GHG emission. The project would generate an increase in GHG emissions, either directly or indirectly, that would have a significant impact on the environment despite implementation of Mitigation Measures GHG-1 through GHG-4.

The Draft EIR analyzed three alternatives to the proposed project that could avoid or substantially lessen the project’s potentially significant impacts.

1. “No Project” Alternative

The “No Project” Alternative assumes existing conditions remain as is and the proposed project does not proceed. The proposed Specific Plan would not be adopted, and the transit-oriented development would not occur. As detailed in Draft EIR Section 3.3, *Project Background and History*, the property is currently owned by DGS who is leasing the property to the California Department of State Hospitals (DSH) on a month-to-month basis for hospital use. Thus, this alternative assumes DSH continues to utilize the facility on an as-needed basis. The existing structures on-site would remain and no new development would occur.

Conclusion:

The No Project/No Development Alternative would lessen environmental impacts in the areas of air quality, cultural resources, energy, geology and soils, noise, population and housing, tribal cultural resources, and utilities and services systems. Weighing the tradeoffs between the proposed project and the No Project/No Development Alternative in regard to aesthetics, hazards and hazardous materials, land use and planning, and transportation, this alternative would result in similar impacts. Impacts related to hydrology and water quality, public services, and recreation would be greater. Last, this alternative would avoid the project’s significant and unavoidable greenhouse gas emissions impacts.

The “No Project” Alternative would not achieve any of the project’s basic objectives. No new development would occur; therefore, this alternative would not provide any market rate or affordable housing onsite and would not assist the City in meeting its RHNA obligation. This alternative would not develop residential, commercial, hospitality, or open space uses to serve the community. A transit-oriented community would not be created and pedestrian and bicycle connections would not be constructed to connect to the nearby Metrolink Station. This alternative would not achieve this objective. No affordable to low and very low-income households would be afforded. Last, this alternative would not establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, or health and wellness-focused amenities.

Finding:

This alternative is rejected because it would not accomplish any of the objectives of the proposed project. The findings of the proposed project set forth in this document and the overriding social, economic, and other issues set forth in the Statement of Overriding Considerations provide support for the proposed project and the elimination of this alternative from further consideration.

2. Reduced Density Alternative

The “Reduced Density” Alternative would reduce the overall density allowed by the Norwalk Transit Village Specific Plan by 30 percent. The proposed buildings would be proportionately reduced. No hotel would be constructed as part of this alternative. All circulation improvements and utility improvements, proposed by the project, would remain the same. Draft EIR Table 7-1, *Proposed Project and Reduced Density Alternative Comparison*, shows a comparison between the “Reduced Density Alternative” and the proposed project. The “Reduced Density” Alternative would include 539 residential units, of which 40 percent would be affordable, 56,103 square feet of commercial uses, and 2.53 acres of park space; hotel use would not be developed. Similar to the proposed project, the “Reduced Density” Alternative would require a General Plan Amendment, Zone Change, Specific Plan, Tentative Tract Map, and Development Agreement.

Conclusion:

The “Reduced Density” Alternative would lessen environmental impacts in the areas of air quality, energy, noise, population and housing, public services, recreation, and utilities and services systems. Weighing the tradeoffs between the proposed project and the “Reduced Density” Alternative in regard to aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, transportation, and tribal cultural resources, this alternative would result in similar impacts. Last, this alternative would reduce the projects significant and unavoidable impact related to greenhouse gas emissions. However, it is acknowledged that these emissions reductions would not be reduced to an insignificant level. Significant and unavoidable greenhouse gas emissions impacts for the “Reduced Density” Alternative would remain.

The “Reduced Density” Alternative would achieve the project’s objectives, but not to the extent of the proposed project. This alternative would construct a transit-oriented development. 539 market rate and affordable housing opportunities would be provided, which would assist the City in meeting its RHNA obligation, although not to the extent as the proposed project. Commercial uses would be afforded to serve the community. This alternative would still establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, and health and wellness-focused amenities. Although this alternative would provide 539 residential units with 40 percent reserved as affordable units, this alternative would not achieve the same number of affordable units as the project.

Finding:

This alternative is rejected because it would not accomplish any of the objectives of the proposed project. The findings of the proposed project set forth in this document and the overriding social, economic, and other issues set forth in the Statement of Overriding Considerations provide support for the proposed project and the elimination of this alternative from further consideration.

3. All Residential Development Alternative

The General Plan identifies the project site as one of the City’s Opportunity and Special Site Studies (Opportunity Site). An Opportunity Site is one that inhibits both a current issue and future opportunity for redevelopment into a more neighborhood- and City-serving space. The former CYA facility qualifies as an Opportunity Site, given its incompatibility with surrounding residential uses. The General Plan recommends that the site be redeveloped into a residential community, including common open space and recreational facilities, potentially under the governance of a Specific Plan. Given the site’s proximity to existing transit, employment, and shopping, it is also recommended that circulation connectivity and alternative forms of mobility be considered to enhance the prospective residential community. As such, the “All Residential Development” Alternative assumes the entire Specific Plan area is developed into a residential community. The majority of the project site would be developed with single family residential uses, consistent with the R-1 zone. In order to accommodate the 40 percent affordable housing to meet the requirements of the Surplus Land Act exemption, the non-residential parcel (proposed by the project) located at the western portion of the project site would be developed with an affordable housing apartment building (140 units). Since no existing zoning could apply to PA1 for the 140 apartment units, the project would still require a Specific Plan and this portion of the project site would be identified as MU-H designation of the Norwalk Transit Center Specific Plan. All other circulation and utility improvements would be constructed similar to the proposed project.

Draft EIR Table 7-2, Proposed Project and All Residential Development Alternative Comparison, provides a general comparison of the proposed project to the “All Residential Development” Alternative. The “All Residential Development” Alternative would include 350 residential units, of which 40 percent would be affordable, and three acres of park space. Commercial and hotel uses would not be developed. Similar to the proposed project,

the “All Residential Development” Alternative would require a General Plan Amendment, Zone Change, Specific Plan, Tentative Tract Map, and Development Agreement.

Conclusion:

The “All Residential Development” Alternative would lessen environmental impacts in the areas of air quality, energy, noise, population and housing, public services, recreation, and utilities and services systems. Weighing the tradeoffs between the proposed project and the “All Residential Development” Alternative in regard to aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, transportation, and tribal cultural resources, this alternative would result in similar impacts. Potential impacts from land use and planning would be greater. Last, this alternative would reduce the projects significant and unavoidable impact related to greenhouse gas emissions. However, it is acknowledged that these emissions reductions would not be reduced to an insignificant level. Significant and unavoidable greenhouse gas emissions impacts for the “All Residential Development” Alternative would remain.

The “All Residential Development” Alternative would achieve some, but not all, of the project’s objectives. This alternative would provide 350 market rate and affordable housing opportunities, which would assist the City in meeting its RHNA obligation, although not to the extent as the proposed project. Although this alternative would provide 350 residential units with 40 percent reserved as affordable units, this alternative would not achieve the same number of affordable units as the project. This alternative would still establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, and health and wellness-focused amenities. However, as no non-residential square footage would be constructed, this alternative would not develop a transit-oriented community. Last, this alternative would not develop commercial or hospitality uses to serve the community.

Finding:

This alternative is rejected because it would accomplish some, but not all, of the objectives of the proposed project. The findings of the proposed project set forth in this document and the overriding social, economic, and other issues set forth in the Statement of Overriding Considerations provide support for the proposed project and the elimination of this alternative from further consideration. The City Council rejects the “All Residential Development” Alternative for the following reasons: (1) this alternative would not provide the same number of affordable housing units as the proposed project; (2) this alternative would not develop a transit-oriented community; and (3) this alternative would not develop commercial or hospitality uses to serve the community.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 7-3, *Comparison of Alternatives* of the Draft EIR, summarizes the comparative analysis presented above (i.e., the alternatives compared to the proposed project). Based on Table 7-3, the “No Project” Alternative is the environmentally superior alternative, as it would avoid or lessen most of the project’s environmental impacts, including the project’s significant and unavoidable greenhouse gas emissions. According to *CEQA Guidelines* Section 15126.6(e), “if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Accordingly, both the “Reduced Density Alternative” and the “All Residential Development” Alternative are considered environmentally superior to the proposed project, since these alternatives reduce the projects significant and unavoidable greenhouse gas emissions. However, it is acknowledged that these emissions reductions would not be reduced to an insignificant level. Significant and unavoidable greenhouse gas emissions impacts for both the “Reduced Density Alternative” and the “All Residential Development” Alternative would remain.

The “No Project” Alternative would not achieve any of the project’s basic objectives. No new development would occur; therefore, this alternative would not provide any market rate or affordable housing onsite and would not assist the City in meeting its RHNA obligation. This alternative would not develop residential, commercial, hospitality, or open space uses to serve the community. A transit-oriented community would not be created and pedestrian and bicycle connections would not be constructed to connect to the nearby Metrolink Station. This alternative would not achieve this objective. No affordable housing for low and very low-income households would be developed. Last, this alternative would not establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, or health and wellness-focused amenities.

The “Reduced Density” Alternative would achieve project’s objectives, but not to the extent of the project. This alternative would construct a transit-oriented development. 539 market rate and affordable housing opportunities would be provided, which would assist the City in meeting its RHNA obligation, although not to the extent as the proposed project. Commercial uses would be afforded to serve the community; however, no hospitality uses would be constructed. This alternative would still establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, and health and wellness-focused amenities. Although this alternative would provide 539 residential units with 40 percent reserved as affordable units, this alternative would not achieve the same number of affordable units as the project.

The “All Residential Development” Alternative would achieve some, but not all, of the project’s objectives. This alternative would provide 350 market rate and affordable housing opportunities, which would assist the City in meeting its RHNA obligation, although not to the extent as the proposed project. Although this alternative would provide 350 residential units with 40 percent reserved as affordable units, this alternative would not achieve the same number of affordable units as the project. This alternative would still establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, and health and wellness-focused amenities. However, as no non-residential square footage would be constructed, this alternative would not develop a transit-oriented community. Last, this alternative would not develop commercial or hospitality uses to serve the community.

III. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081(b) and *CEQA Guidelines* Section 15093, the City of Norwalk has balanced the benefits of the proposed project against the following significant and unavoidable impacts associated with the proposed project and has adopted all feasible mitigation measures with respect to greenhouse gas emissions. The City also has examined alternatives to the proposed project. Based on Draft EIR Table 7-3, the “No Project” Alternative is the environmentally superior alternative, as it would avoid or lessen most of the project’s environmental impacts, including the project’s significant and unavoidable greenhouse gas emissions to less than significant levels. According to *CEQA Guidelines* Section 15126.6(e), “if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Accordingly, both the “Reduced Density Alternative” and the “All Residential Development” Alternative are considered environmentally superior to the proposed project, since these alternatives reduce the projects significant and unavoidable greenhouse gas emissions. However, it is acknowledged that these emissions reductions would not be reduced to an insignificant level. Significant and unavoidable greenhouse gas emissions impacts for both the “Reduced Density Alternative” and the “All Residential Development” Alternative would remain.

Regarding a Statement of Overriding Considerations, *CEQA Guidelines* Section 15093 provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

A. BACKGROUND

CEQA requires decision makers to balance the benefits of the proposed project against its significant unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the significant unavoidable adverse effects, those effects may be considered “acceptable” (*CEQA Guidelines* Section 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (*CEQA Guidelines* Section 15093[b]). The agency’s statement is referred to as a Statement of Overriding Considerations.

The following sections provide a description of each of the project’s significant and unavoidable adverse impacts and the justification for adopting a Statement of Overriding Considerations.

B. SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

The following impacts of the proposed project are considered significant, unavoidable, and adverse based on the Draft EIR, Final EIR, Mitigation Monitoring and Reporting Program, and the findings discussed in Section II, Findings and Facts, of this document.

Greenhouse Gas Emissions

- **Impact GHG-1:** The primary source of project-related emissions would be from mobile-source emissions generated by the project-related vehicle trips, followed by energy sector emissions and water demand sector emissions. The proposed project has development standards and design features that contribute to reducing GHG emissions. The project would redevelop the infill project site with a mixed-use transit-oriented community with a mix of office/retail, multi-family residential uses, and park land uses. The project is in proximity to the Norwalk-Santa Fe Springs Metrolink Station, which is approximately 0.2- to 0.5-miles northeast of the project site. Further, the project site is located within a pedestrian-oriented area and would include pedestrian and bicycle connection to the nearby Metrolink station. The project site is in an urbanized area and within walking and biking distance to existing commercial and neighborhood-serving retail uses. The project would include a new neighborhood commercial center that would provide restaurants and businesses that provide goods and services that people would frequently use to take care of their personal and household needs. The project would also provide bicycle parking spaces in accordance with CALGreen Code. The proposed project would include operational emission reductions in compliance with Assembly Bill 341 (at least 50 percent of solid waste generated to be reduced, recycled, or composted). In addition, SCAQMD Rule 445 (gaseous-fueled fireplaces and stoves only; no wood burning devices) were applied to the proposed project CalEEMod run.

Mitigation Measures GHG-1 through GHG-4 would require 1) the installation of electric-vehicle-capable charging spaces in the non-residential development to meet the voluntary standards of California Green Building Standards Code (CALGreen); 2) to the extent feasible, that the new residential buildings be primarily electric, meaning that electricity is the primary source of energy for water heating; heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling); cooking; and clothes-drying; 3) exterior electric receptacles to support the use of electric landscape equipment; and 4) light color roofing and building materials to minimize heat-island effect. With implementation of requiring all electricity for residential heating/cooling, cooking, water heating, and other appliances (Mitigation Measure GHG-1), GHG emissions would be slightly reduced, but would continue to exceed the SCAQMD Working Group threshold of 3,000 MTCO₂e/yr as a result of mobile-source emissions generated by the nonresidential and residential land uses. As shown, emissions would continue to exceed the SCAQMD significance threshold of 3,000 MTCO₂e per year. the project would incorporate features to encourage transit use throughout the day such as a mix of uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. The Norwalk Transit Village Specific Plan would also develop Class II and III bike lanes. Pedestrian circulation would be provided throughout the project area via walkways and linear parks, as well as pedestrian crossings. The project would include features that promote alternative transportation methods, such as landscaped parkways, pedestrian walkways, bus transit stops, street furniture, and widened pedestrian zones, and electric vehicle charging stations. These design features would minimize GHG emissions during operation. The majority of the emissions come from mobile sources, which primarily depend on the prerogative of future residents/employees/visitors with regard to their preferred method of transportation. In addition, fuel efficiency and emission standards are regulated at the State level, and these regulations are becoming more stringent over the years to reduce mobile source emissions. However, as the individual preferences and Statewide regulations are beyond the control of the project applicant and City, it is not feasible to reduce the emissions to below the

threshold. Consequently, despite implementation of GHG-1 through GHG-4, project-related GHG impacts would continue to be significant and unavoidable.

- **Cumulative Impact:** Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. Therefore, impacts identified under Impact Statement GHG-1 are not project-specific impacts to global climate change, but the proposed project’s contribution to this cumulative impact. GHG impacts are recognized as exclusively cumulative impacts, and there are no non-cumulative GHG emission impacts from a climate change perspective. As such, significant direct impacts associated with the project also serve as the project’s cumulative impact. As analyzed in Impact Statement GHG-1 of the Draft EIR, the project would have significant and unavoidable impacts. Thus, the project would cumulatively contribute to GHG impacts and impacts in this regard would be significant and unavoidable.

C. CONSIDERATIONS IN SUPPORT OF THE STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the lead agency to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. After balancing the specific economic, legal, social, technological, and other benefits, including regionwide or Statewide environmental benefits, of the proposed project, the City has determined that the significant, unavoidable, adverse environmental impacts identified above are considered “acceptable” due to the following specific considerations, which outweigh the significant, unavoidable, adverse environmental impacts of the proposed project.

Incorporates Mitigation Measures and Alternatives Analysis

The City finds that all feasible mitigation measures have been imposed to lessen project impacts; and furthermore, that the alternatives to the project are infeasible because while they have similar or less environmental impacts, they do not meet project objectives or provide benefits to the same extent as the proposed project, or are otherwise socially or economically infeasible when compared to the project, as described herein.

SOC-1: Contributes Towards Meeting the City’s Housing Goals and RHNA Requirements

As recently recognized by the California Legislature, “California has a housing supply and affordability crisis of historic proportions.” (Gov. Code § 65589.5; *see also* Gov. Code §§ 65009 [“The Legislature finds and declares that there currently is a housing crisis in California and it is essential to reduce delays and restraints upon expeditiously completing housing projects”].) In order to alleviate that crisis, the Legislature has taken a number of steps to ensure that local jurisdictions accommodate their share of needed housing, including by requiring that cities adopt, and update according to a fixed schedule, the Housing Element portion of their General Plan, and submit said element to the State Department of Housing and Community Development for review. (Gov. Code § 65585.) Among other things, the Housing Element is required to demonstrate how the city will meet its share of regional housing needs, known as its Regional Housing Needs Allocation (“RHNA”). (Gov. Code § 65583. If a city does not have adequate sites to accommodate its RHNA, it is required to rezone sites in order to meet its allocation. (*See* Gov. Code, § 65583(c)(1)(A); *see also* Gov. Code, § 65913.1 [requiring cities to “zone sufficient vacant land for residential use”].)

The *5th Cycle Final RHNA Allocation Plan* was adopted by the Southern California Association of Governments (SCAG) Regional Council on October 4, 2012, and covers the planning period from October 15, 2013, to October 15, 2021. The 6th RHNA cycle covers the housing element planning period from October 2021 through October 2029. The *6th Cycle Final RHNA Allocation Plan* was adopted by SCAG on March 4, 2021.

According to SCAG's *6th Cycle Final RHNA Allocation Plan*, the housing needs of the City of Norwalk for the 2021-2029 planning period are 5,034 housing units; refer to Draft EIR [Table 5.12-4](#), *Norwalk 2021-2029 RHNA Allocation*. Draft EIR [Table 5.12-4](#) summarizes the specific number of housing units per income category anticipated to be provided between 2021 and 2029. Given that the project would provide up to 770 housing units (at least 40 percent of the residential units to be affordable to low and very low-income households), the project would be a step towards meeting the City's affordable housing allocations and contribute towards the City's future housing goals.

SOC-2: Redevelops an Underutilized Property into a Mixed-Use Development

The project represents an opportunity for the City to provide a walkable transit-oriented community, located less than one quarter mile from the Norwalk-Santa Fe Spring Metrolink Station, that brings residents in closer proximity to existing and proposed commercial and open space uses within a single property. The project constitutes infill development that maximizes the beneficial and functional use of a site in an urban location that is presently underutilized for the community benefit. A mix of land uses within close proximity to one another in the project area would offer more active transportation opportunities (e.g., walking, bicycling, and transit use), thus encouraging alternative modes of travel and resulting in reduced vehicle trips and lengths. The project would establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, health and wellness-focused amenities, and within proximity to job centers, such as downtown Los Angeles and Orange County.

SOC-3: Contribute Towards Economic Development

The proposed project is a mixed-use, transit-oriented community with approximately 80,147 square feet of commercial uses as well as a 150-key hotel. The proposed non-residential land uses are forecast to create approximately 254 new jobs through project buildout, based on an employment generation rate of one employee per 447 square feet of commercial use and one employee per 883 square feet of hotel use. The new commercial uses along with new employee spending within city limits will generate additional sales and use tax revenue or potentially \$200,000 annually for the City. Additionally, the 150-key hotel would provide a 10% Transient Occupancy Tax, or potentially \$500,000 annually, that would benefit the City's tax base. Once constructed, the proposed project will generate an estimated \$173,143 annually in additional property tax revenues for the City.

SOC-4: Implements VMT Reduction Strategies

The Specific Plan would guide the implementation of a mixed-use transit-oriented development at the project site, located in close proximity to the Norwalk-Santa Fe Springs Metrolink Station (approximately 0.2- to 0.5-miles northeast of the project site). The Specific Plan would incorporate features to encourage transit use, such as a mix of uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. The Specific Plan would serve both planning and regulatory functions including circulation patterns and development standards. The project would comply with relevant goals and objectives outlined in the City's Bicycle Master Plan. One of the goals of the Specific Plan is to reduce the reliance on single occupant passenger vehicles, and as such, the project site design aims to maximize pedestrian and bicyclist connectivity between the diverse uses within the Specific Plan Area and to the greater Norwalk area. The proposed project would construct Class II and III bike lanes on-site that would connect to the existing and future City-wide bicycle system.

SOC-5: Provides Open Space and Recreational Amenities in an Underserved Area

The project would allow development of on-site open space through a combination of common and private, active, and passive recreation areas, including a 1.56-acre park and 2.06 acres of linear parks; the 2.06 acres would be comprised of a 1.53-acre linear park and a 0.28-acre contiguous dog run. A publicly accessible network of parks and linear parks/greenways would 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 would be distributed throughout the open space network. Examples of those 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. As such, the project would introduce new public open space and recreational amenities to the project area, which currently has minimal publicly accessible open space/recreational amenities.

SOC-6: Improves the Visual Character and Quality of the Project Area

The project site is currently developed with a former youth correctional facility, which is currently in a blighted condition. The proposed project, although a change to the existing visual quality of the site, would enhance the visual attributes of the project site and surrounding area by creating an attractive, well-designed mixed-use project with high quality details and design articulation, landscaping, and streetscaping. Provisions of the proposed project, including the Development Standards and Design Guidelines, would ensure design details of the proposed project are context-sensitive and of high quality in terms of materials and craftsmanship.

SOC-7: Fulfills Land Use Goals and Policies in the City's General Plan

The project fulfills the land use goals and policies contained in the adopted Norwalk General Plan by providing a mixed-use project consistent with the Land Use Element of the General Plan. The project would create a well-balanced community by careful land use and urban design, which provides for the housing, employment, social, economic, recreational, and service needs of its residents and which maintains and enhances a high quality of life; the project provides a range of well-integrated housing types which will serve the various needs of all the residents of the City.

SOC-8: Satisfies Government Code 11011.28 (Assembly Bill 518)

The project satisfies the stated purpose and intent of Government Code 11011.28 (Assembly Bill 518) in which the State Legislature authorized the sale of the project site to the City to provide housing to persons and families of low or moderate income. Specifically, the project would provide up to 770 housing units with at least 40 percent of the residential units to be affordable to low and very low-income households.

D. CONCLUSION

Pursuant to Public Resources Code Section 21081(b) and the Guidelines Section 15093, the Norwalk City Council has balanced the project's benefits against the significant unavoidable project impacts. The City Council finds that the project's benefits of implementing the proposed Norwalk Transit Village Project outweigh the project's significant unavoidable impacts, and those impacts, therefore, are considered acceptable in light of the project's benefits. The City Council finds that each of the benefits described above is an overriding consideration, independent of the other benefits, that warrants approval of the project notwithstanding the project's significant unavoidable impacts.

RESOLUTION NO. 24-56

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NORWALK APPROVING GENERAL PLAN AMENDMENT NO. 2022-01 (2024-01) ADDING A SPECIFIC PLAN AREA LAND USE DESIGNATION AND CHANGING THE CURRENT DESIGNATION FROM INSTITUTIONAL TO SPECIFIC PLAN AREA NO. 17

WHEREAS, the City has received General Plan Amendment (GPA) No. 2022-01 (2024-01), a request from the City of Norwalk (“Applicant”) to amend the General Plan to add a specific plan area land use designation and change the land use designation of 13200 Bloomfield Avenue (“Subject Site”); also known as Assessor’s Parcel Number (“APN”) 8045-008-902; from Institutional (I) to Specific Plan Area (SPA); and

WHEREAS, Zone Change No. 2022-01 (2024-02), Zoning Text Amendment No. 2022-02 (2024-04) to establish Specific Plan Area No. 17, and Environmental Impact Report SCH No. 2022070103 were received in conjunction with this request (the “Project”); and

WHEREAS, Section 17.02.105 of the Norwalk Municipal Code (NMC) requires a recommendation of approval by the Planning Commission to City Council on General Plan Amendment No. 2022-01 (2024-01); and

WHEREAS, the subject site was identified as an opportunity site to enhance public enjoyment and economic development; and

WHEREAS, Assembly Bill (AB) 518, effective January 1, 2021, authorized the Director of the Department of General Services, until January 1, 2025 to sell the property to the City of Norwalk at fair market value; and

WHEREAS, Under the provisions of AB 518, the City is pursuing the purchase of the project site from the State and proposes a Specific Plan with mixed-use development; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on July 10, 2024 to consider General Plan Amendment No. 2022-01 (2024-01), at which time oral and documentary evidence related to the project were received and the Planning Commission adopted Planning Commission Resolution No. 24-07, 24-08, 24-09 and 24-10, recommending that the City Council Approve GPA No. 2022-01 (2024-01), Zone Change No. 2022-01 (2024-02), Zoning Text Amendment No. 2022-01 (2024-04) to establish Specific Plan Area No. 17, and Environmental Impact Report (EIR) SCH No. 2022070103; and

WHEREAS, the City Council conducted a duly noticed public hearing on October 15, 2024, November 6, 2024, and November 19, 2024 to consider the Final EIR and the proposed Project, and to solicit comments on the documents from staff, the public, the applicant, and the City’s consultant team; and

WHEREAS, the City has prepared a Final Environmental Impact Report (“Final EIR”), which consists of the Draft EIR and its associated technical appendices, comments to the Draft EIR and its associated technical appendices, and written responses to comments on the Draft EIR, which analyzes the potential significant environmental impacts of GPA No. 2022-01 (2024-02) along with other aspects of the Project; and

WHEREAS, all of the requirements of the Public Resources Code and the California Environmental Quality Act (“CEQA”) Guidelines have been satisfied by the City in connection with the preparation of the Final EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

WHEREAS, the Final EIR sufficiently analyzes the Project’s potentially significant environmental impacts and a reasonable range of feasible alternatives capable of reducing these effects to less than significant levels to the extent feasible; and

WHEREAS, the Final EIR for the proposed Project, including GPA No. 2022-01 (2024-01), was certified by the City of Norwalk City Council on November 19, 2024 through City Council Resolution No. 24-58, and the City Council approved a Mitigation Monitoring and Reporting Program and adopted a Statement of Overriding Considerations.

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NORWALK HEREBY DETERMINES, FINDS AND RESOLVES AS FOLLOWS:

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

Section 2. The City Council certified that (i) the Final EIR has been prepared in accordance with the requirements of CEQA and the State CEQA Guidelines, (ii) the Final EIR was presented to the City and the City has reviewed and considered the information contained in the Final EIR prior to considering adoption of the Project, and (iii) the Final EIR reflects the independent judgment and analysis of the City.

Section 3. The City Council certified the Final EIR, adopt the Findings of Fact and Statement of Overriding Consideration on November 19, 2024 through City Council Resolution No. 24-58.

Section 4. The General Plan contains a thorough inventory, assessment, and analysis of social, physical, and economic issues related to the long-range development of the community. The proposed General Plan Amendment is not detrimental to the public health, safety, and welfare of the community. It will improve the economic development of the property and surroundings.

Section 5. The City Council approves GPA No. 2022-01 (2024-01) amending the General Plan and Land Use Map to reflect changes contained in Exhibit “A” and “B” based on the facts and findings set forth in Section 1.5 of the Norwalk Transit Village Specific Plan, which are hereby incorporated as part of these findings and the findings below which are consistent with the overall policies, goals, and objectives of the City’s General Plan, adopted specific plans, and the Norwalk Municipal Code:

- A. **Land Use Element.** Citywide Objectives: (1) To establish a positive image for Norwalk as a growing city and take steps towards maintaining this positive image; (2) To provide for larger comprehensive developments along the City’s major arterials which will enhance the overall character of the streetscape and will include adequate parking, buffering and landscaping; (3) To concentrate commercial density in the City Center area and establish it as an urban and sub-regional core; and (4) Encourage the maintenance and enhancement of areas important to the creation of a positive image for Norwalk.

The proposed Project would implement the City’s Economic Development Opportunities Plan by revitalizing the project site with a vibrant, community-focused, mixed-use development that contributes to the City’s economic base allowing the City to grow and maintain and improve a positive image of the City. In addition the proposed project provides for the comprehensive planning of the project site through the preparation of a specific plan and utilizes a public/private partnership between the City of Norwalk and a developer to redevelop the site consistent with the specific plan established for the project site providing a larger comprehensive development along Bloomfield Avenue and enhance the overall character of the streetscape and provide adequate parking, buffering, and landscape consistent with the design standards set forth under the Specific Plan.

- B. **Open Space Element.** Open Space Element Objectives: (1) To establish quality residential neighborhoods and commercial environments through the provision of adequate private and group open space; (2) Usable private and group open space should be provided in adequate amounts and locations to meet the needs of all on-site users; (3) Suitable amenities should be provided within private and group open space areas to encourage their use; (4) To establish a quality public open space environment which enhances the overall identity of the City; (5) to establish a consistent approach to public streetscape, including sidewalks, landscaping, signage, furniture and lighting; (6) encourage development of a cohesive streetscape through the City; (7) Encourage coordination between private development and public streetscape, including landscaping, signage and lighting.

The proposed Project would include 3.7 acres of publicly accessible, but privately maintained open spaces. Open spaces will consist of a 1.6-acre park allowing active and passive recreation uses. In addition, 2.1 acres of trails/linear parks with two small pocket parks will connect the various planning areas within the project. The Specific Plan’s Open Space development standards provide a framework for a variety of open space configurations while maximizing useability and sustainability.

- C. Community Design Element. Community Design Goals: (1) The City of Norwalk will be recognized as a place of visual order and exceptional quality in design; (2) new residential, commercial, and right of way developments should be reviewed to determine consistency and compatibility with the surrounding neighborhood, district, and the overall community; and (3) Community Design Policy: Existing residential, commercial, industrial, and public facility and right of way improvements should be maintained to support a positive community image.
- D. The proposed Project developed in accordance with the development standards and regulations set forth in Chapter 2 of the Specific Plan for the Specific Plan area will ensure that new development will comply with the Community Design Element goals, policies, and objectives and are developed in a manner consistent with and compatible with the surrounding neighborhoods, district, and the overall community.
- E. Housing Element. Housing Element Goals: (1) Attain a housing supply adequate to meet the needs projected for the City; (2) provide a variety of rental and homeownership housing opportunities for all income groups of the City; (3) attain a housing market where all families can find adequate housing within their financial means; and (4) achieve an assisted housing supply that provides a full range of affordable ownership and rental housing opportunities.

The proposed Project would allow for the development of up to 770 new residential units with at least forty percent (40%) being designated as affordable. The new residential units developed under the proposed Project would assist the City in meeting its regional housing needs and the State’s overall housing goals, which is a statewide concern.

Section 6. The City Clerk shall certify the adoption of this Resolution and it shall go into effect immediately upon its adoption.

Section 7. The Mayor, or presiding officer, is hereby authorized to affix his signature to this Resolution signifying its adoption by the City Council of the City of Norwalk and the City Clerk, or her duly appointed assistant, is directed to attest thereto.

APPROVED AND ADOPTED on this 19th day of November 2024.

**MARGARITA L. RIOS
MAYOR**

ATTEST:

**THERESA DEVOY, CMC
CITY CLERK**

Exhibit "A"

Existing General Plan Land Use Designation

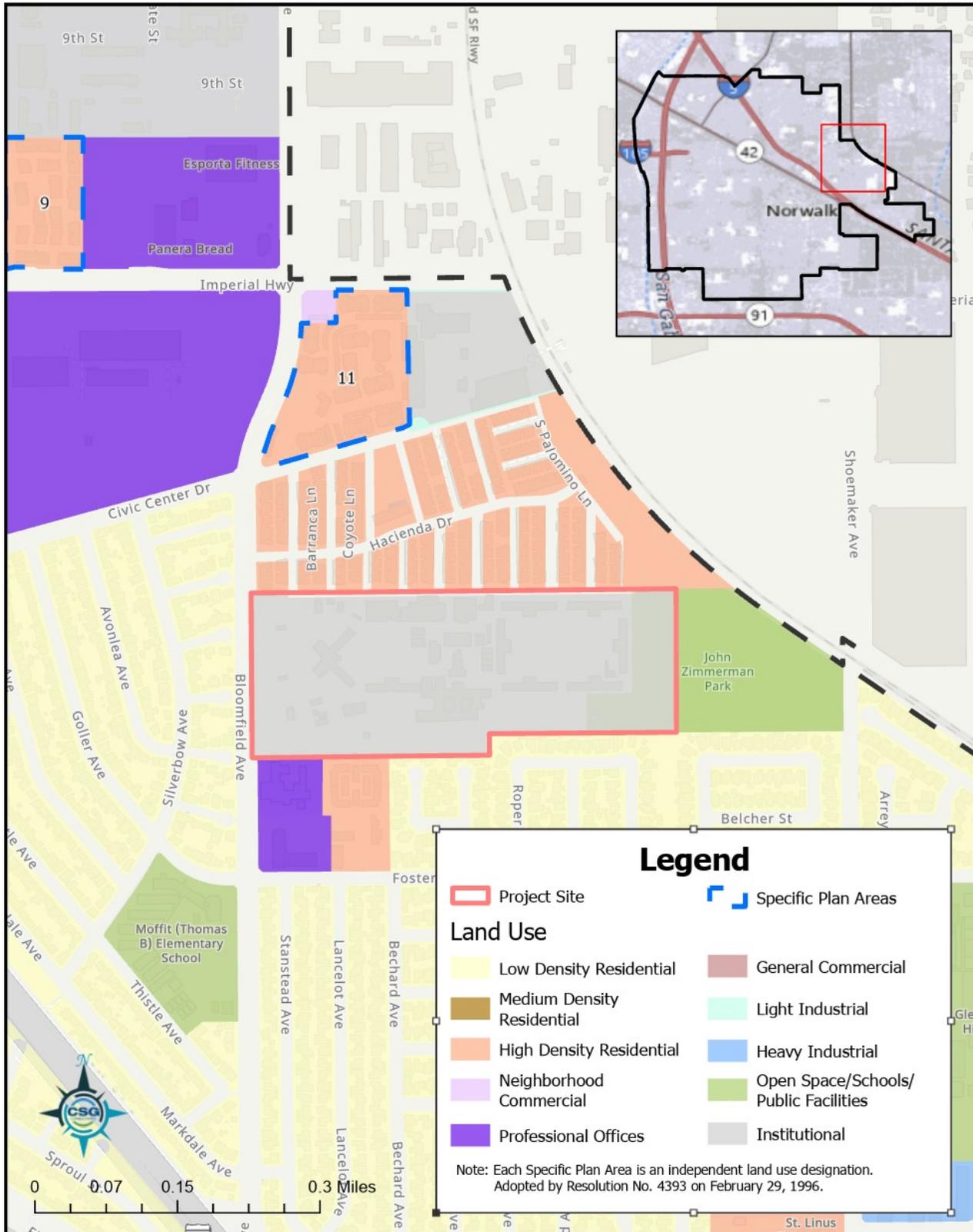
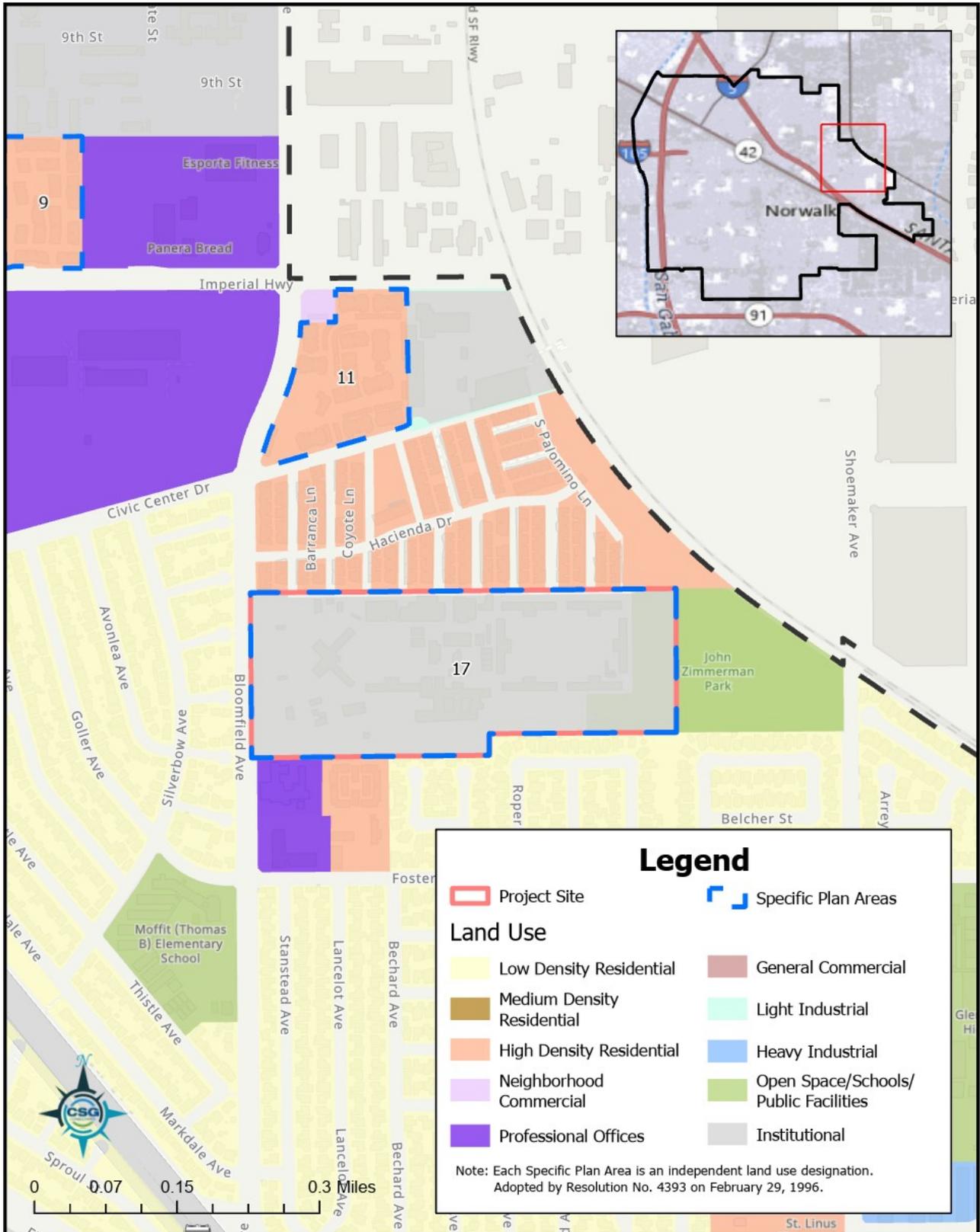


EXHIBIT "B"

Proposed General Plan Land Use Designation



RESOLUTION NO. 24-57

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NORWALK APPROVING ZONE CHANGE NO. 2022-01 (2024-02) TO RE-ZONE THE PROPERTY LOCATED AT 12300 BLOOMFIELD AVENUE FROM INSTITUTIONAL (I) TO SPECIFIC PLAN AREA NO. 17

WHEREAS, the City has received Zone Change (ZC) No. 2022-01 (2024-02), a request from the City of Norwalk (“Applicant”); to rezone 12300 Bloomfield Avenue (“Subject Site”); also known as Assessor’s Parcel Number (“APN”) 8045-008-902; from Institutional (I) to Specific Plan Area No. 17 (SP) to facilitate the re-development of a 32.3-acre site for mixed-use development and associated site improvements; and

WHEREAS, General Plan Amendment No. 2022-01 (2024-01), Zoning Text Amendment No. 2022-02 (2024-04) to establish Specific Plan Area No. 17, and Environmental Impact Report SCH No. 2022070103 were received in conjunction with this request; and

WHEREAS, Section 17.02.290.C of the Norwalk Municipal Code (NMC) requires the Planning Commission to hold a public hearing upon the initiation of a Zone Change; and

WHEREAS, Section 17.02.290.D of the NMC requires that the Planning Commission provide the City Council with a written recommendation including the findings constituting the basis for the recommendation; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on July 10, 2024, to consider Zone Change No. 2022-01 (2024-02), at which time oral and documentary evidence related to the project were received and the Planning Commission adopted Planning Commission Resolution No. 24-08, recommending that the City Council Approve ZC No. 2022-01 (2024-02); and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) was prepared to address the potential environmental effects of the Norwalk Transit Village Specific Plan (NTVSP) and impose mitigation measures to reduce potential impacts resulting from project implementation; and

WHEREAS, the Final EIR for the proposed Project, including ZC No. 2022-01 (2024-02), was certified by the City of Norwalk City Council on November 19, 2024 through City Council Resolution No. 24-57, and the City Council approved a Mitigation Monitoring and Reporting Program and adopted a Statement of Overriding Considerations.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NORWALK HEREBY DETERMINES, FINDS AND RESOLVES AS FOLLOWS:

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

Section 2. The proposed Zone Change is in compliance with the NMC and the Norwalk General Plan goals, policies and objectives by providing adequate local-serving commercial uses, services supporting economic growth, and establishing a positive image for Norwalk and for the reasons set forth in Section 1.7 of Specific Plan Area No. 17, which are incorporated herein by this reference. The proposed project would revitalize underutilized parcels, increase commercial amenities, ensure consistency with adjacent properties, and activate the streetscape. The proposed zoning designation of Specific Plan Area No. 17 is consistent with the Specific Plan land use designation.

Section 3. The proposed Zone Change will be in the public interest and reflects the contemplated land uses of the property. The zone change would allow for consistency in zoning for the entire site and facilitate the development of a site that has remained underutilized for several years.

Section 4. The City Council approves ZC No. 2022-01 (2024-02) amending the Zoning Map to reflect changes contained in Exhibit "A" and "B".

Section 5. The City Clerk shall certify the adoption of this Resolution and it shall go into effect immediately upon its adoption.

Section 6. The Mayor, or presiding officer, is hereby authorized to affix his signature to this Resolution signifying its adoption by the City Council of the City of Norwalk and the City Clerk, or her duly appointed assistant, is directed to attest thereto.

APPROVED AND ADOPTED on this 19th day of November 2024.

**MARGARITA L. RIOS
MAYOR**

ATTEST:

**THERESA DEVOY, CMC
CITY CLERK**

Exhibit "A"

Existing Zoning

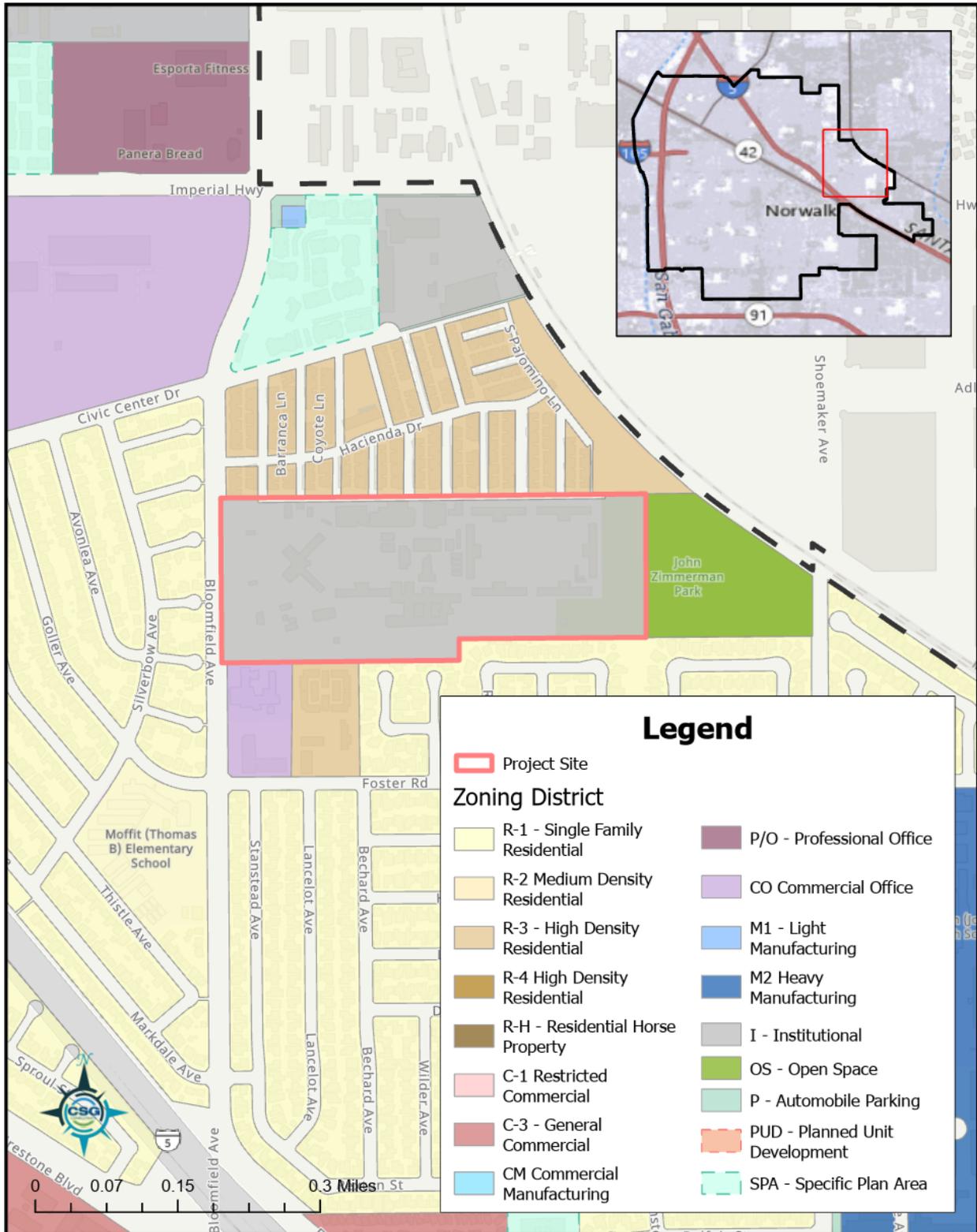
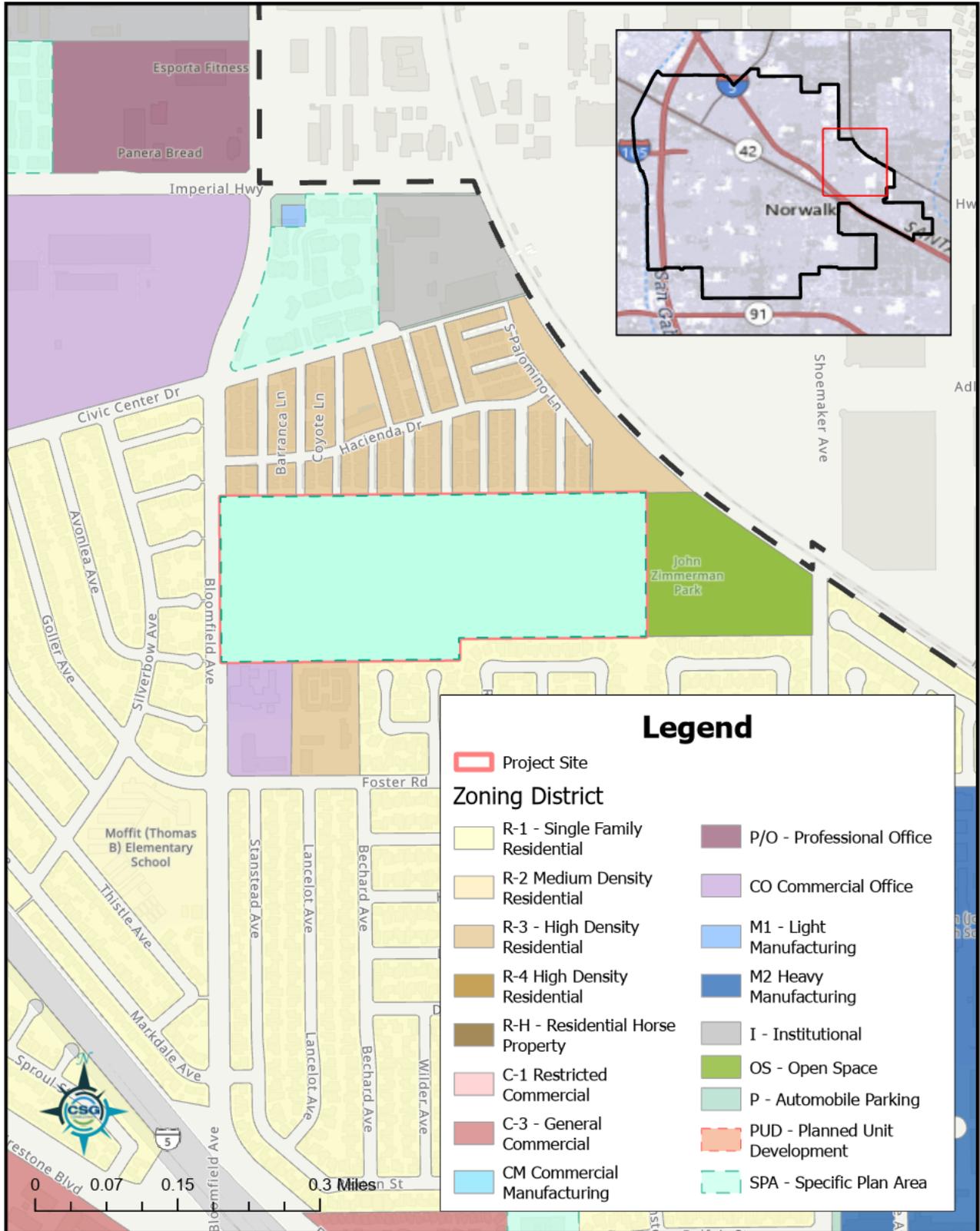


EXHIBIT "B" Proposed Zoning



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 6, 2024 through City Council Resolution No. 24-58 ; and

WHEREAS, on October 15, 2024 and November 6, 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 6, 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 Norwalk Municipal Code 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 ____ day of _____ 2024.

MARGARITA L. RIOS
MAYOR

ATTEST:

THERESA DEVOY, CMC
CITY CLERK



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.

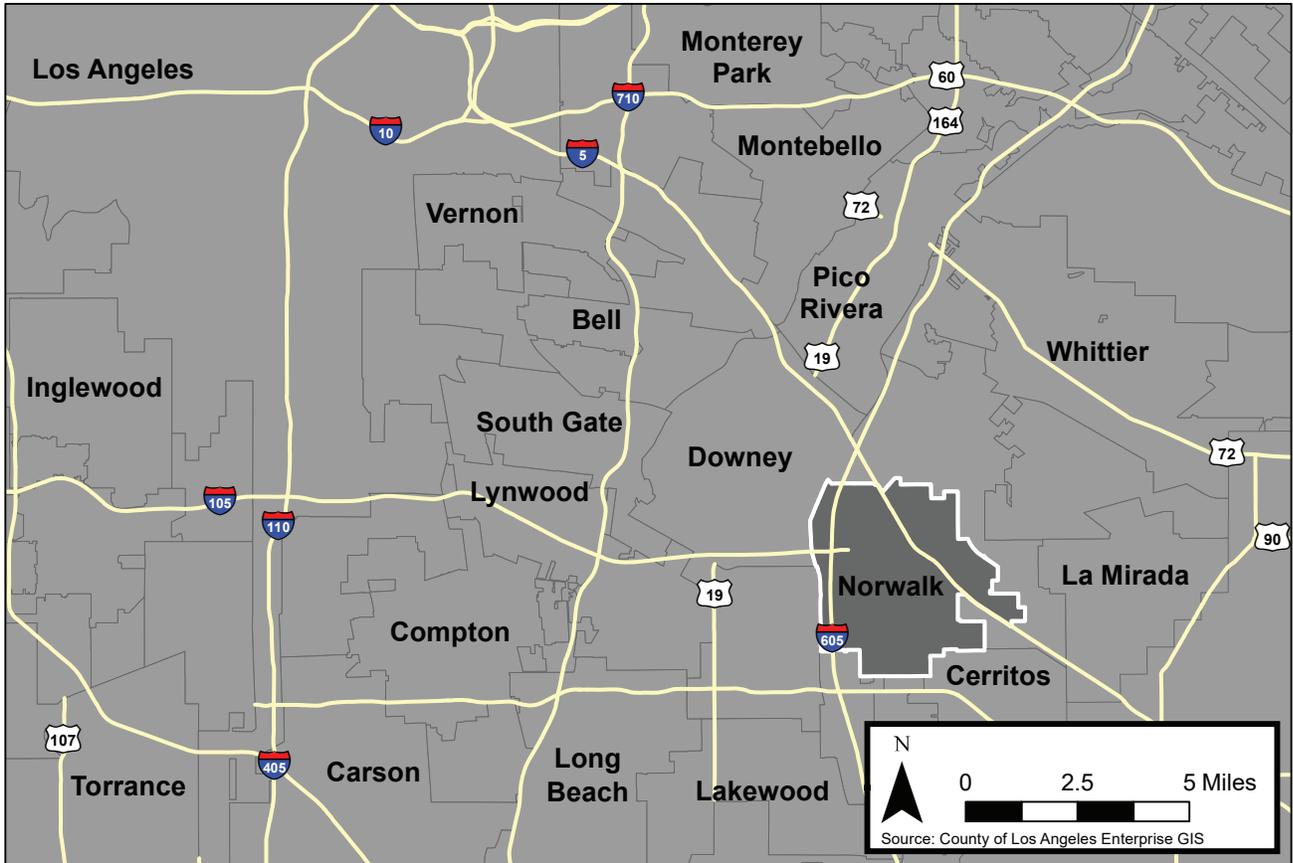


Figure 1-1 Regional Location



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.

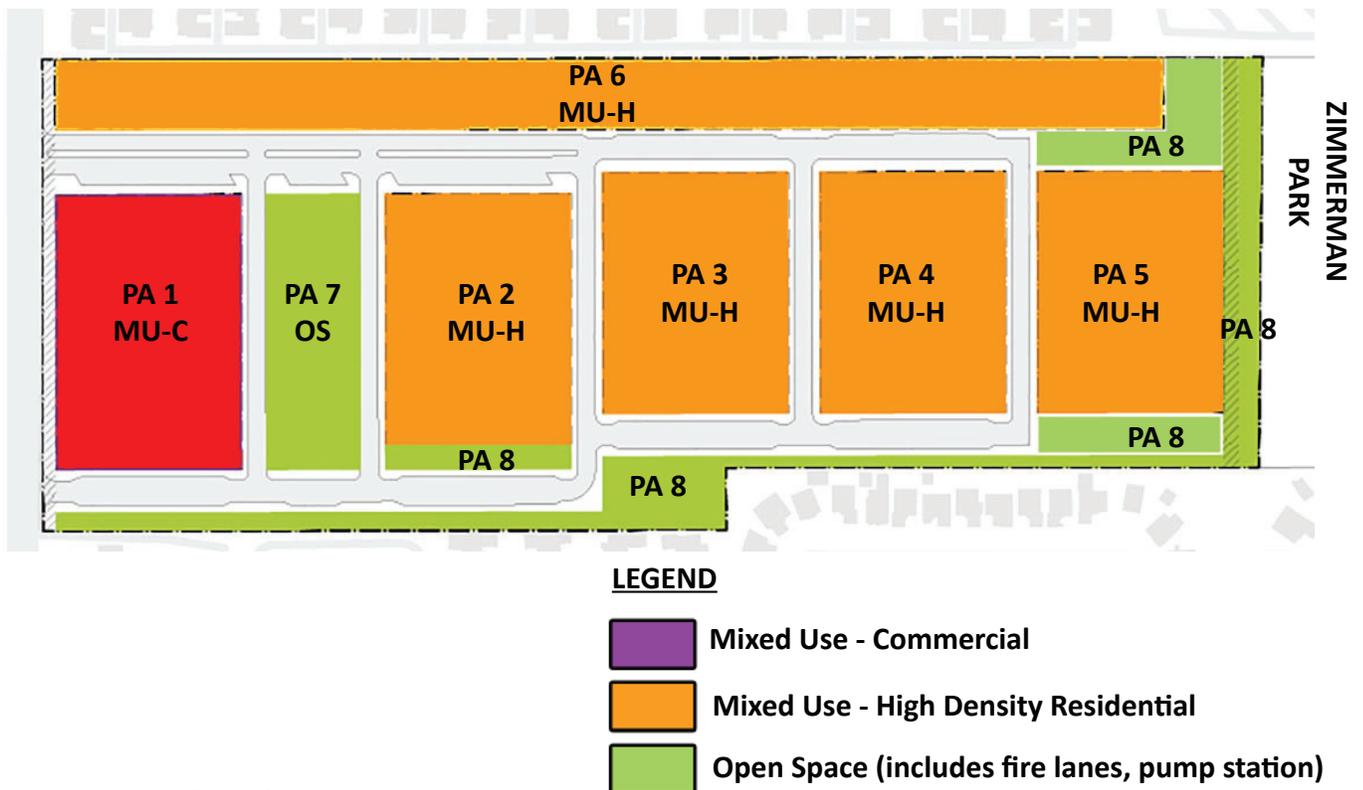


Figure 2-1 Land Use Plan

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.

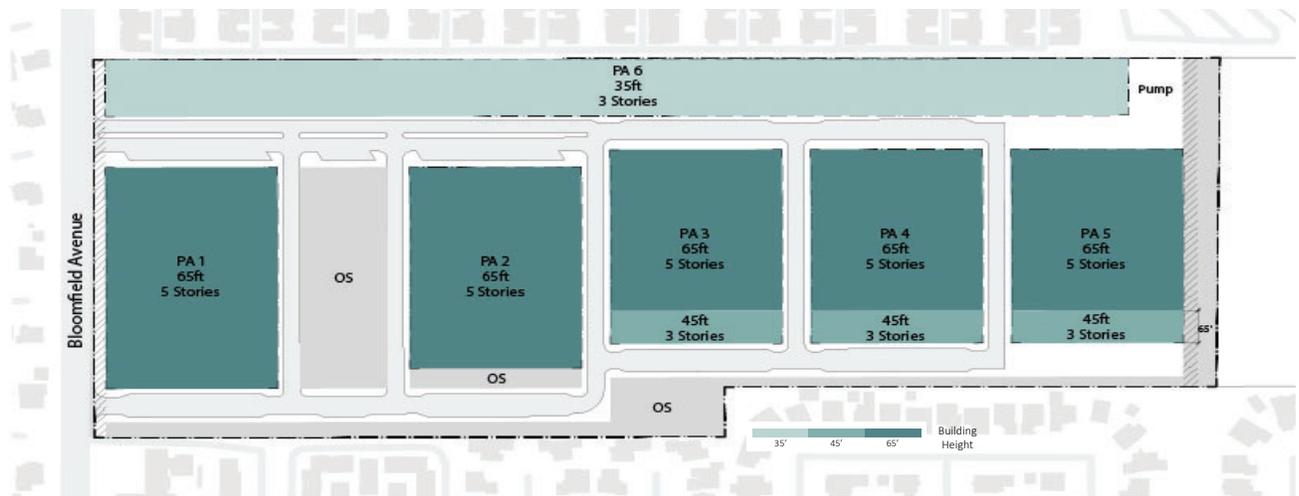


Figure 2-2 Building Height

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.

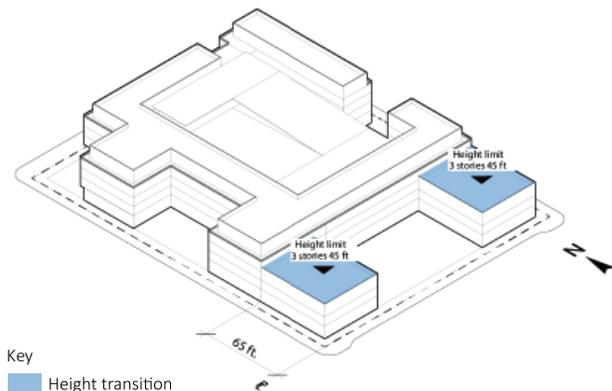


Figure 2-3 Height Transition for PAs 3, 4 and 5

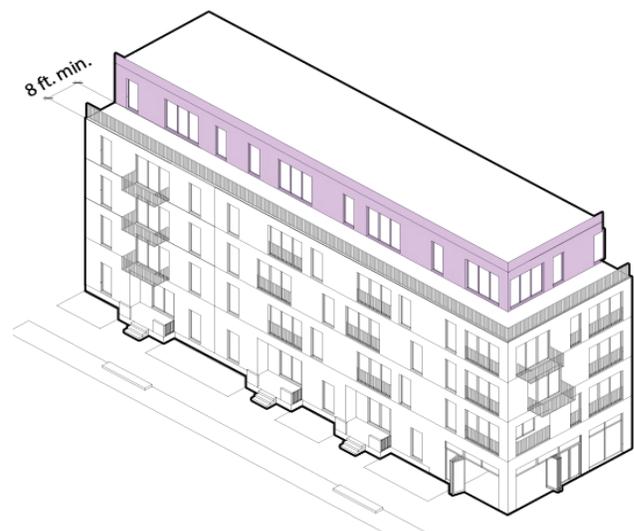


Figure 2-4 Height: 8-foot stepback above 4 stories

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.

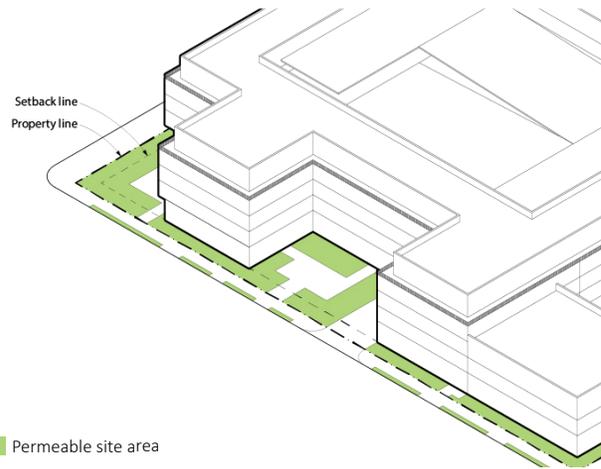


Figure 2-5 Site Permeability

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.

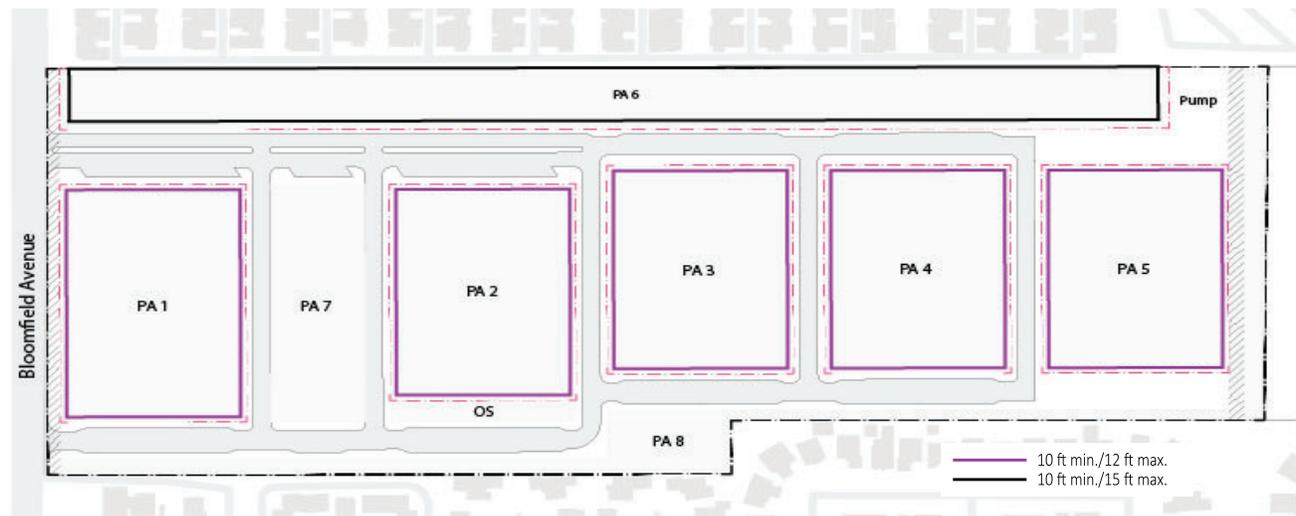


Figure 2-6 Building Setbacks

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.

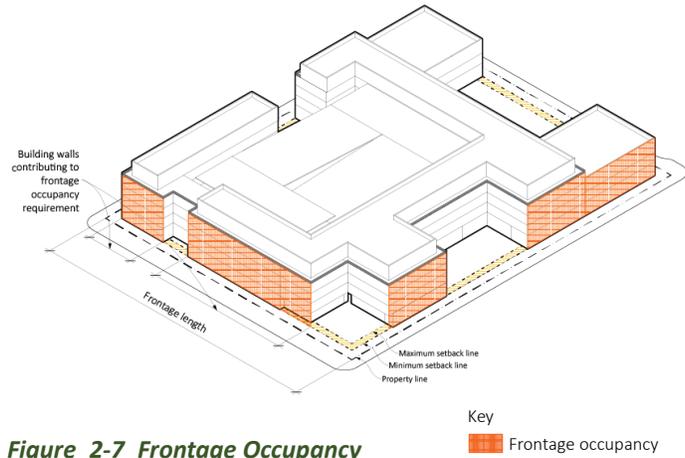


Figure 2-7 Frontage Occupancy

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.

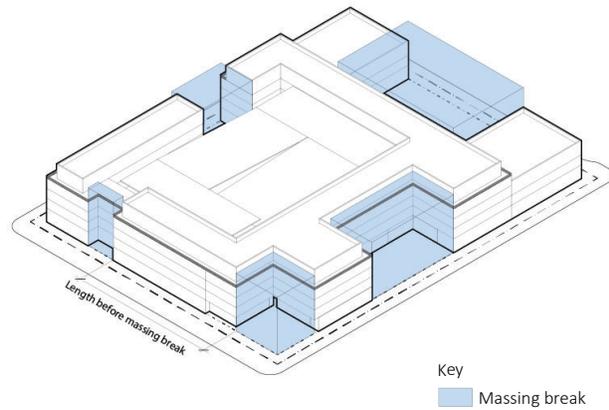


Figure 2-8 Massing Breaks



Key
Massing break coinciding with entry

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.

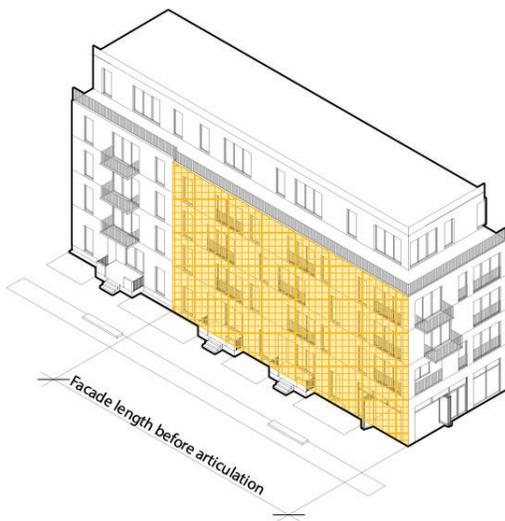


Figure 2-9 Façade length before articulation

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

Standard		Frontage Type				
		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

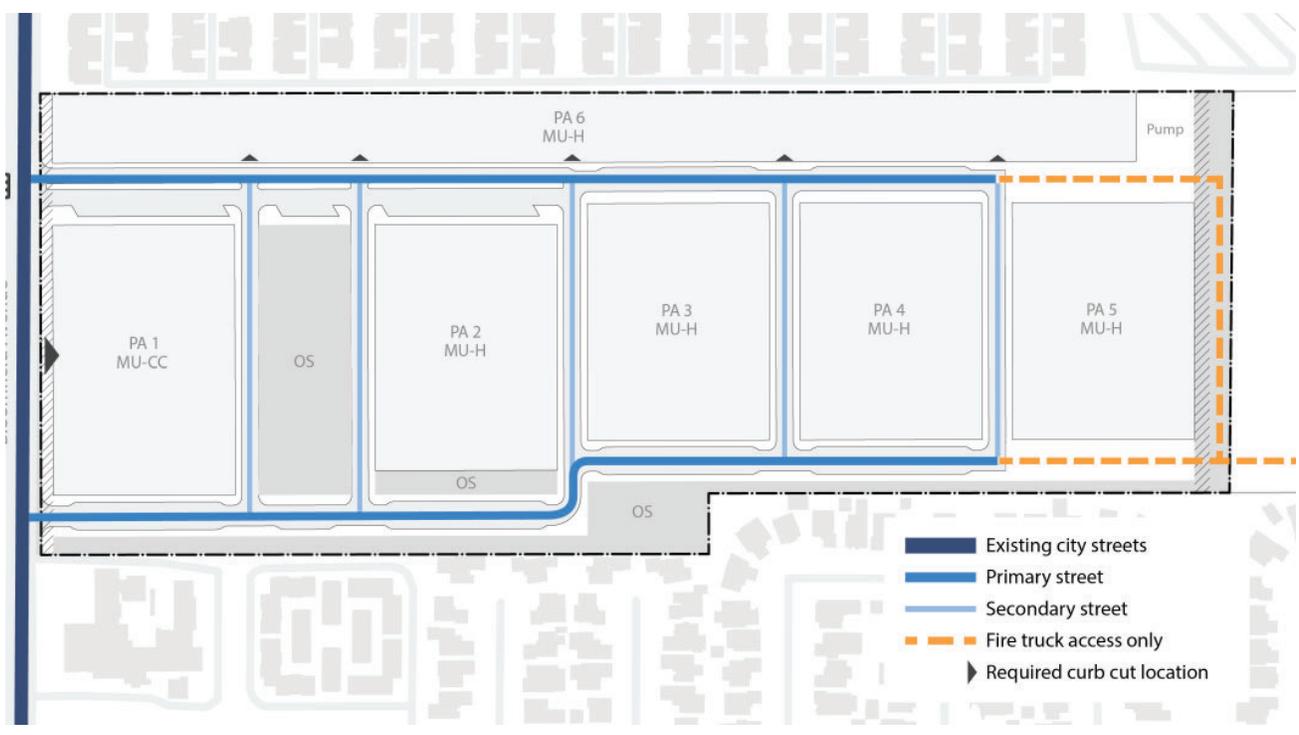


Figure 2-11 Frontage Types

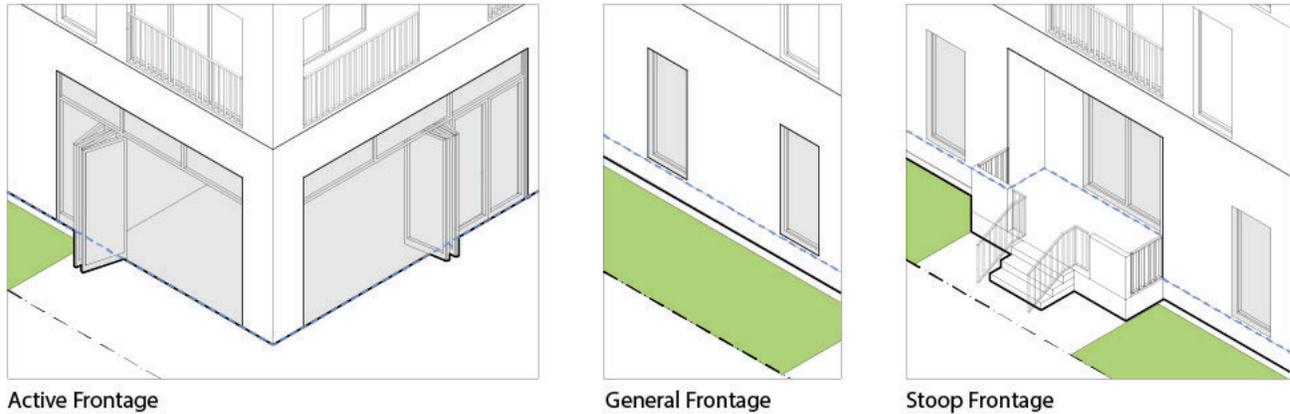


Figure 2-12 Frontage Types

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.

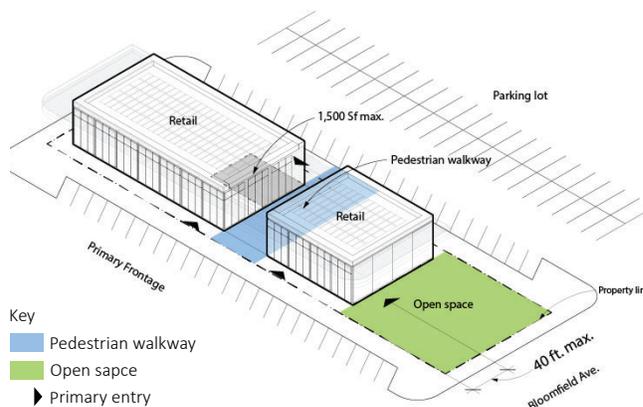


Figure 2-14 Retail Frontage

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)

Standard		Frontage				
		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.

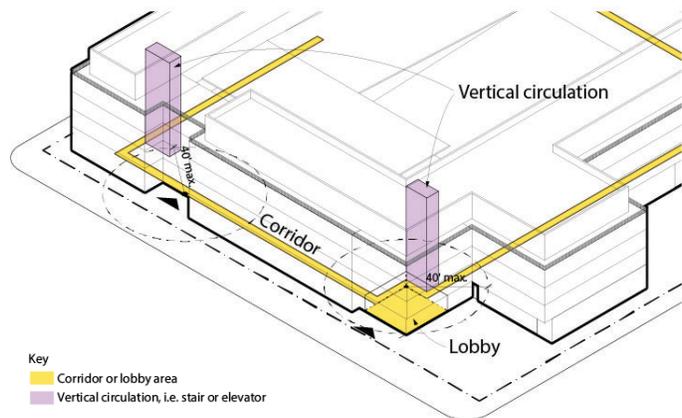


Figure 2-16 Internal Building Circulation

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

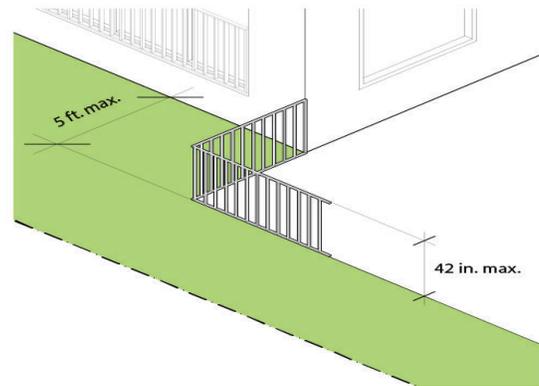


Figure 2-20 Semi-enclosed courtyard fence

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.

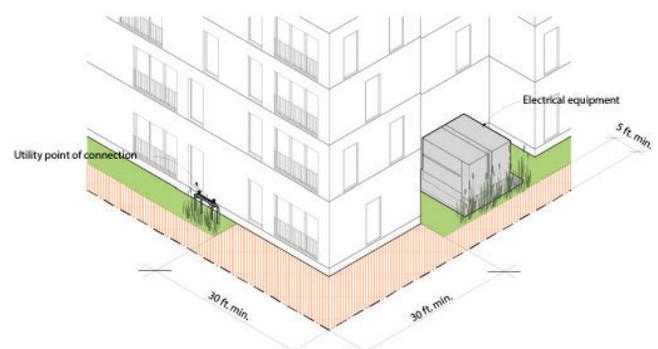


Figure 2-19 Utility placement and screening

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 within 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		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.

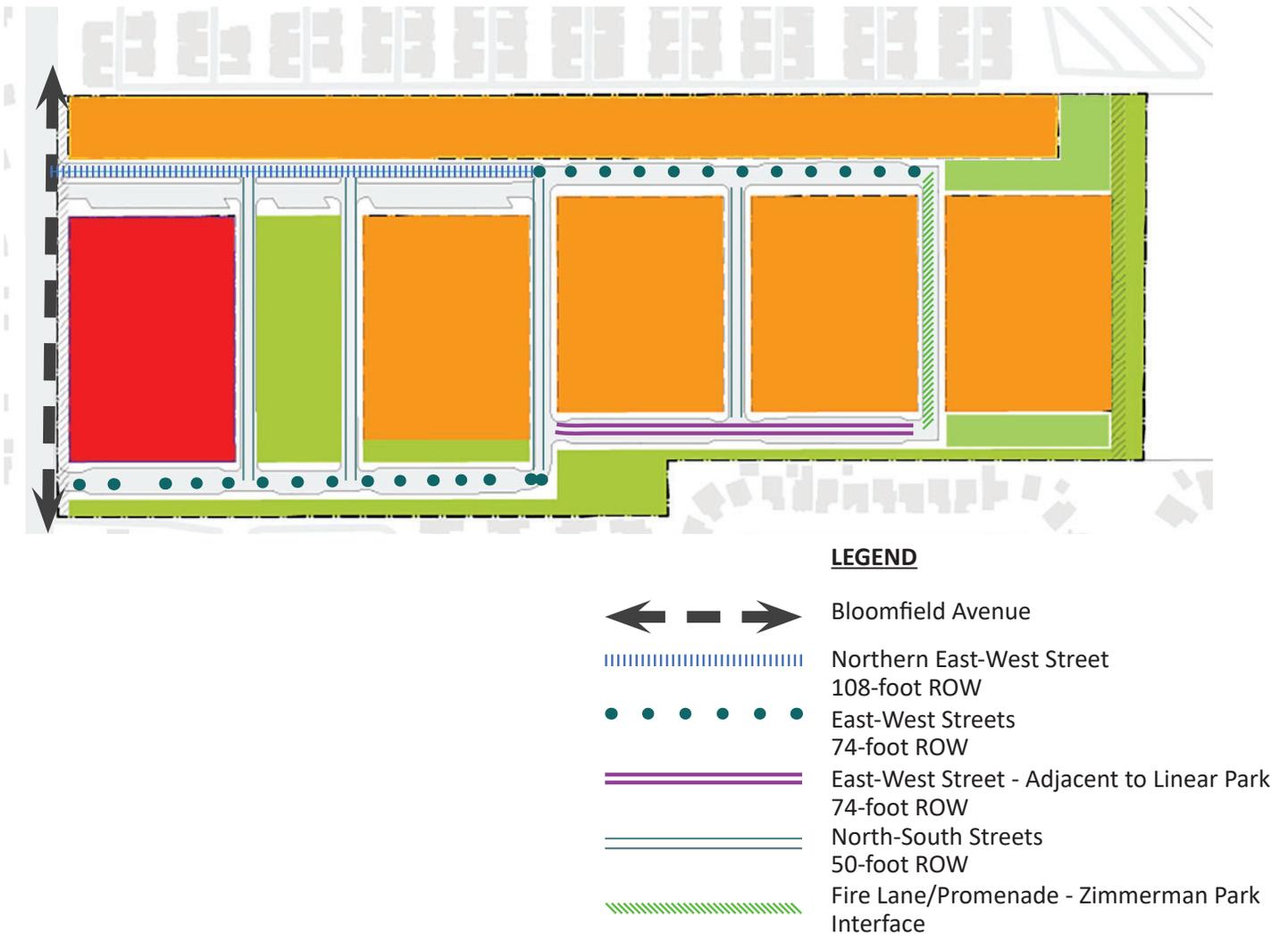


Figure 3-1 Vehicular Circulation

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.

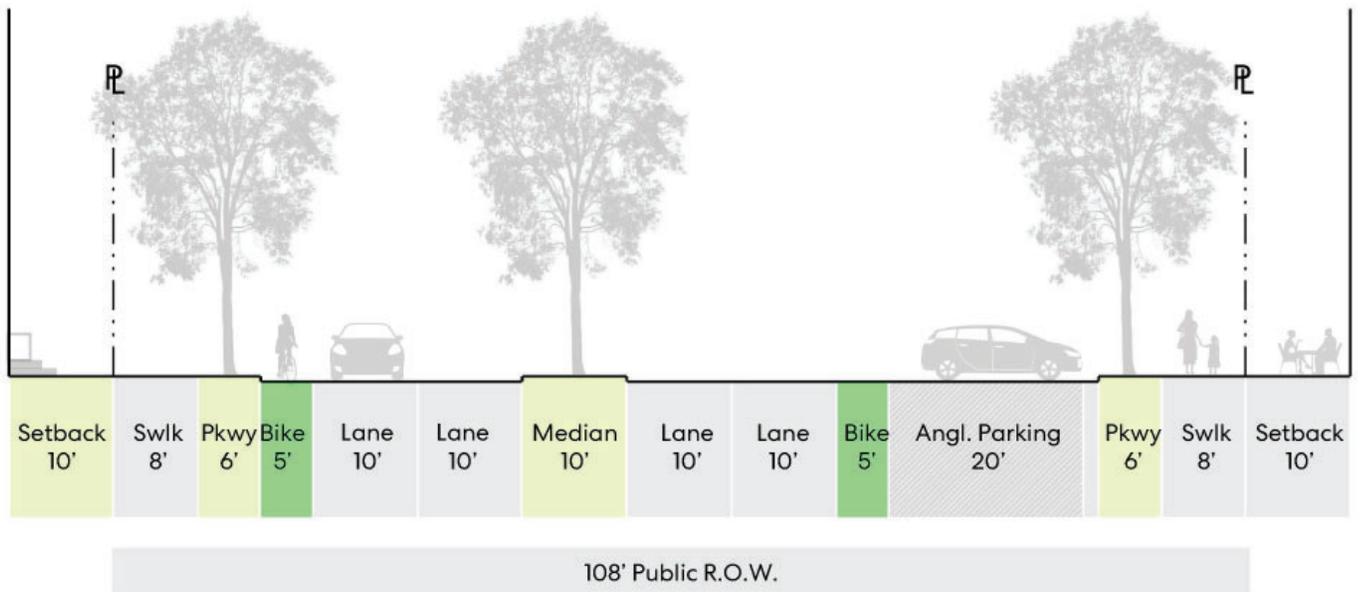
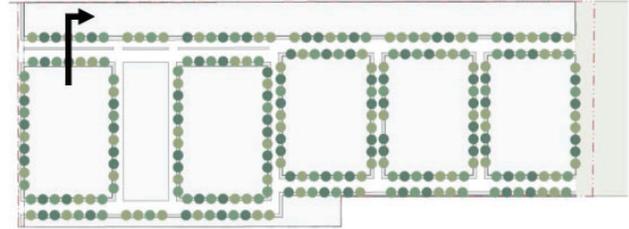


Figure 3-2 Northern East-West Street - 108-foot Right of Way

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.

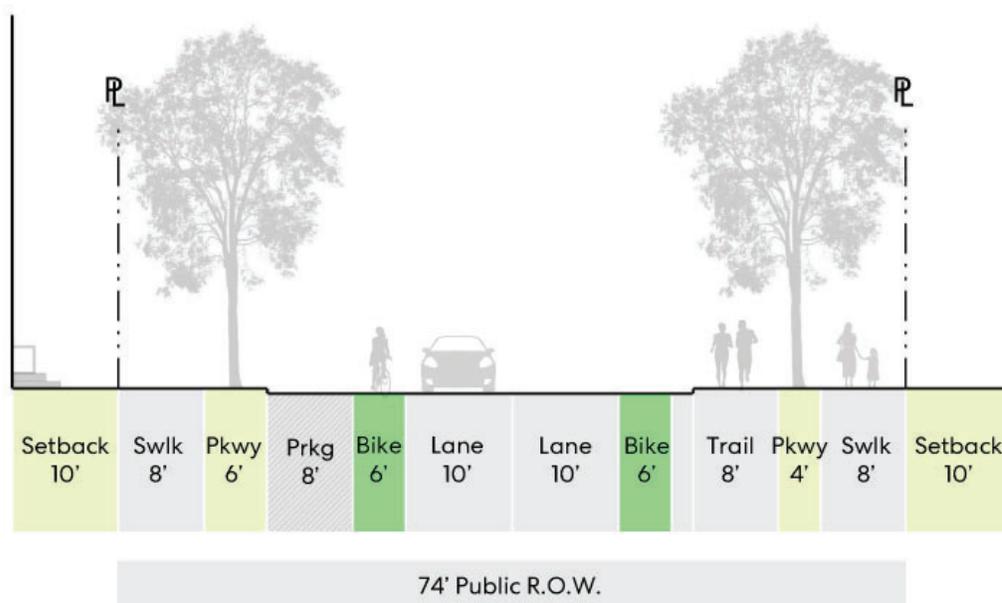
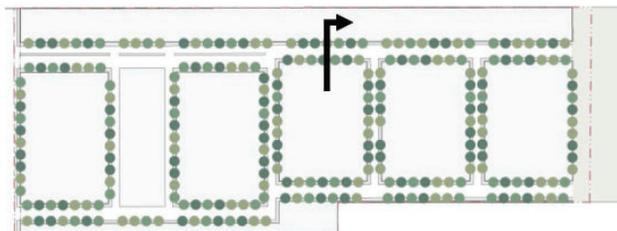


Figure 3-3 Northern East-West Street - 74-foot Right of Way - Northern

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.

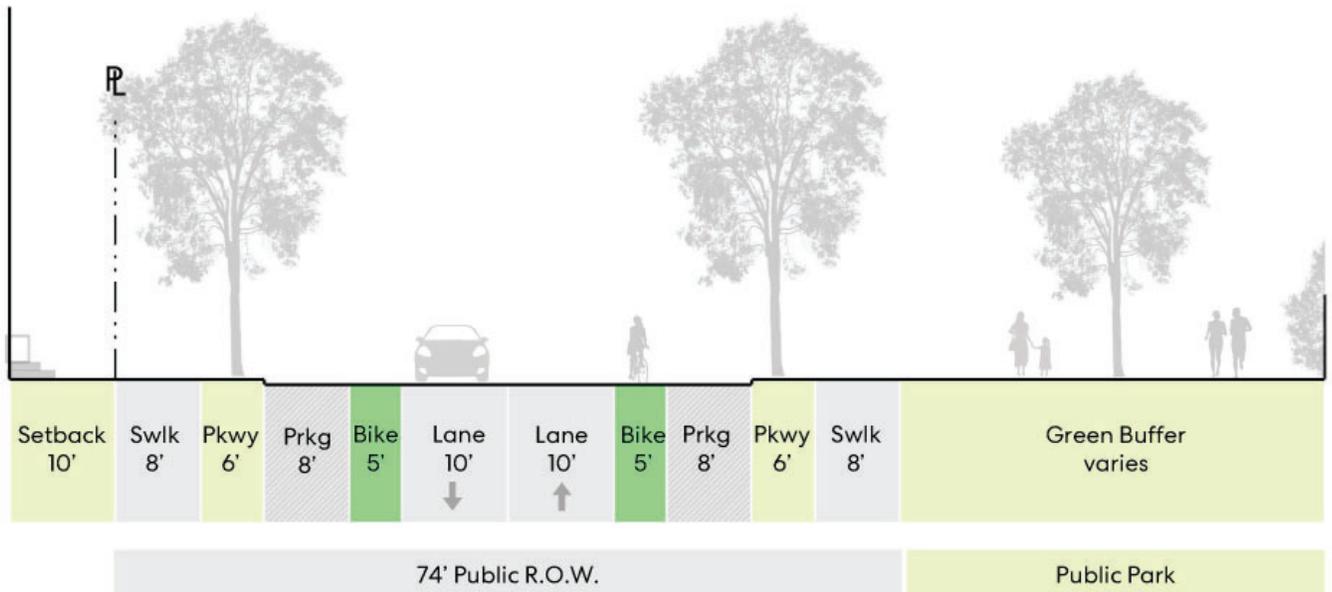
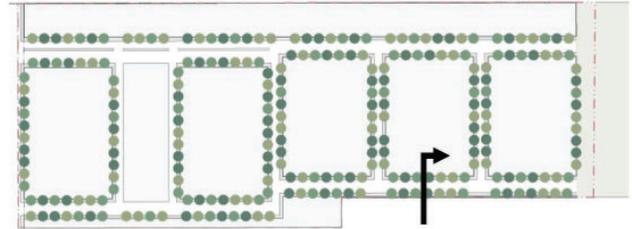


Figure 3-4 Southern East-West Street - 74-foot Right of Way - Southern

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.

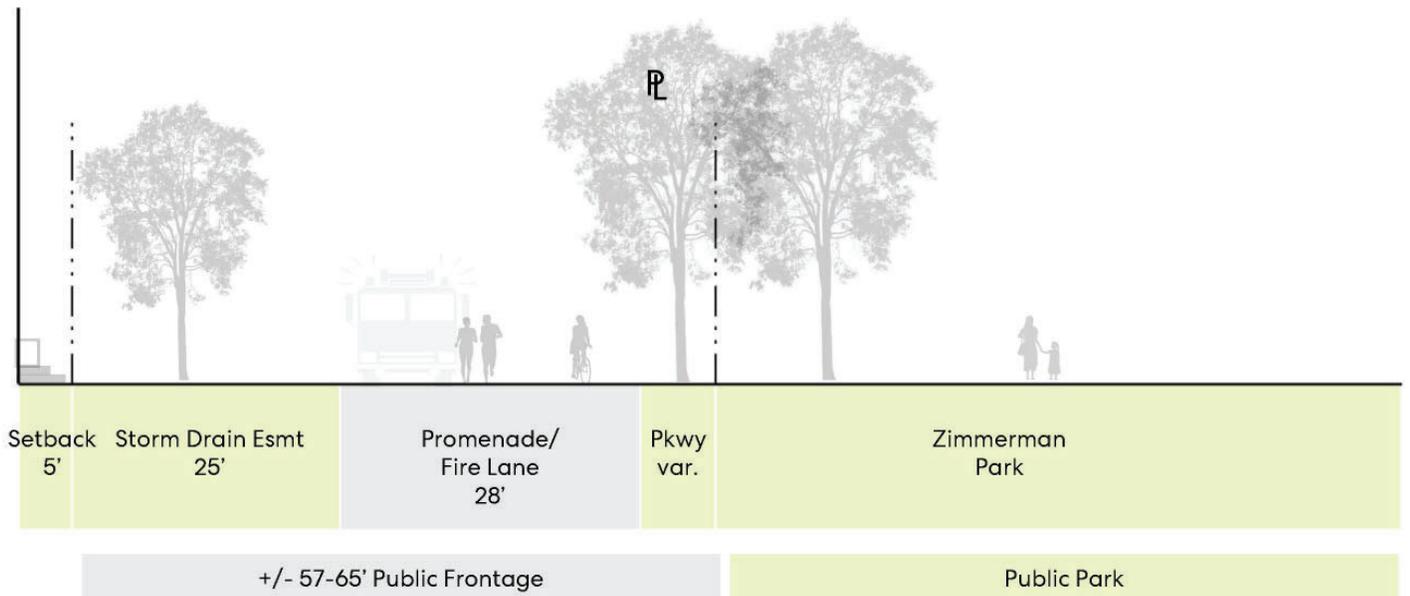
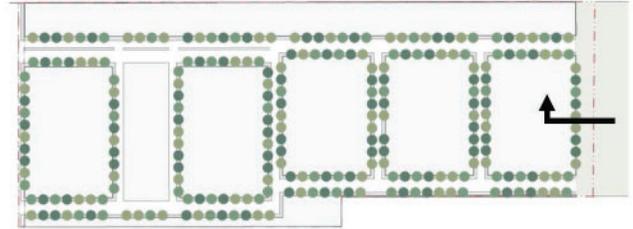


Figure 3-6 Easterly Promenade/Fire Lane Frontage to Zimmerman Park

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.

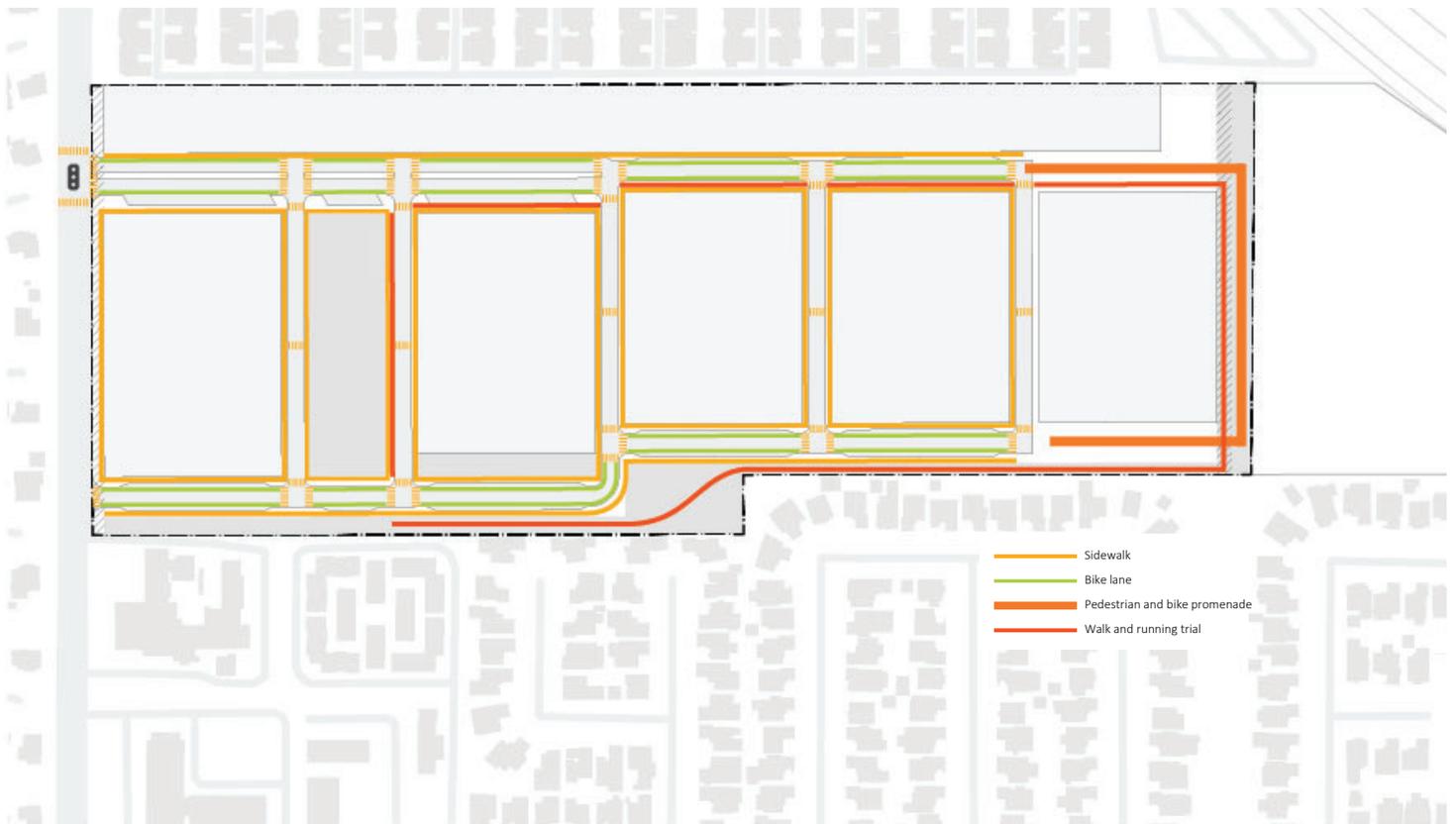


Figure 3-7 Pedestrian and Bicycle Circulation

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.

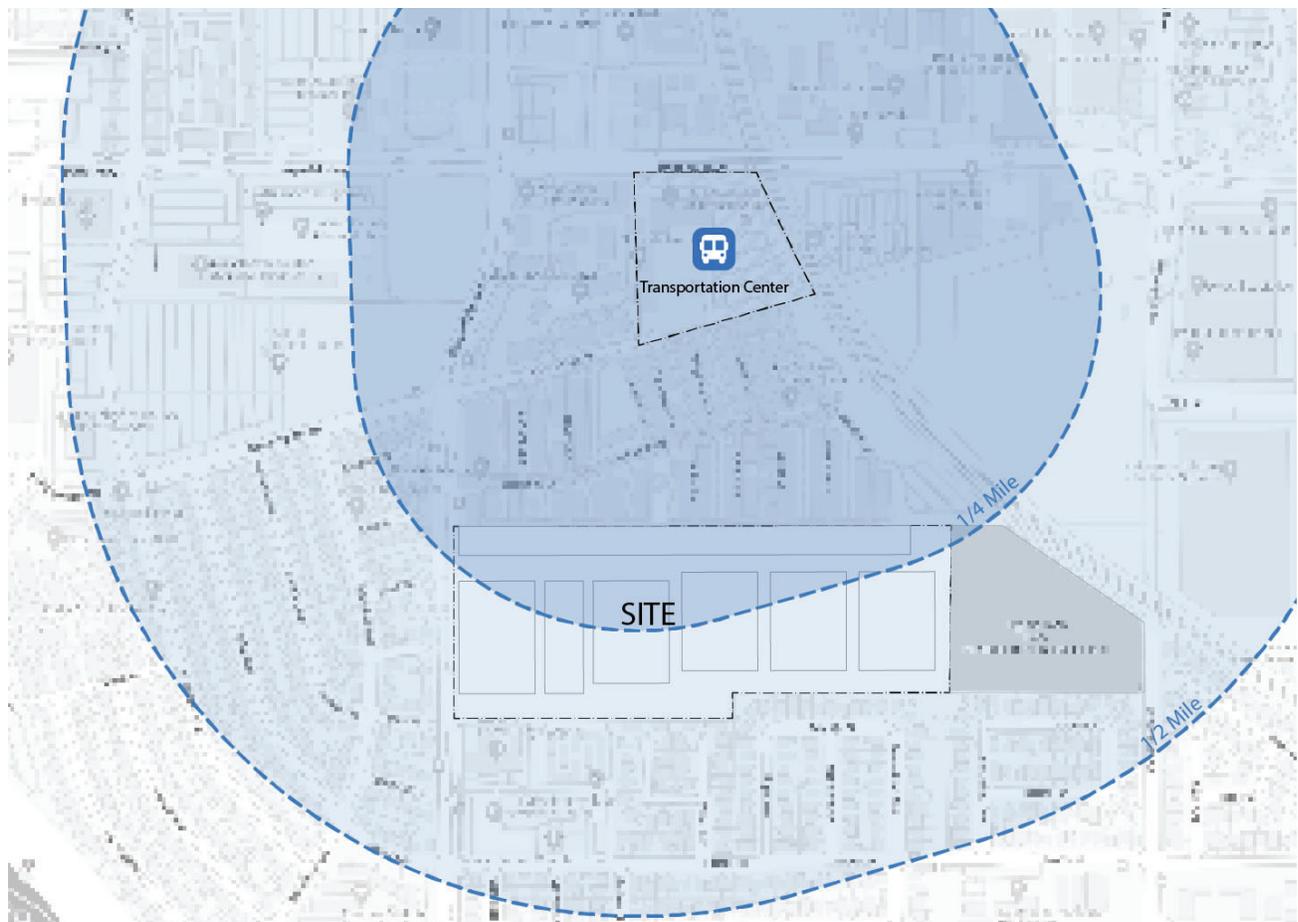


Figure 3-8 Transit Access

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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/Bioretention: 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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