

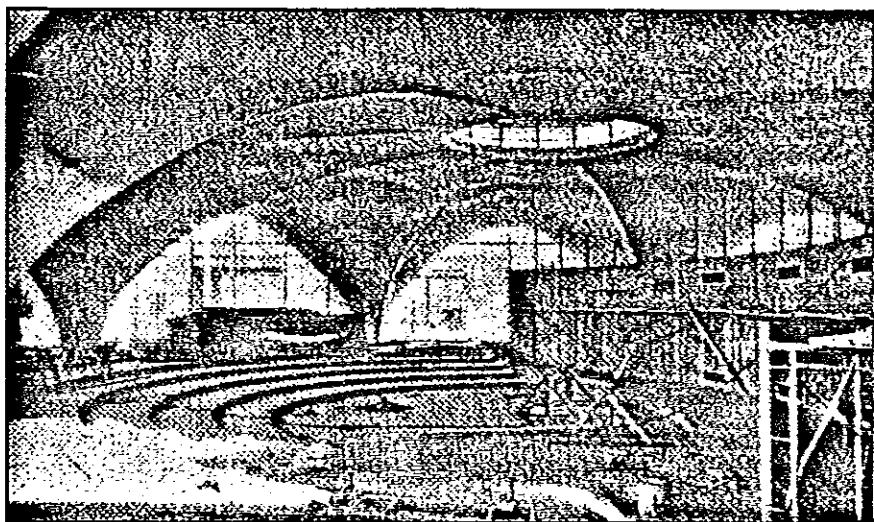


ABOUT THE GENERAL PLAN
*The City of Norwalk
General Plan*

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I see that my steadfast desire was alone responsible for whatever progress or mastery I have made. The reality is always there, and is preceded by vision. And if one keeps looking steadily the vision crystallizes into fact or deed.

- *Henry Williams*
American writer
(1890-1980)

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VISION NORWALK

The City of Norwalk

General Plan

City Council

Judith Brennan, Mayor
Gordon Stefenhagen, Mayor Pro Tempore
Jesse Luera
Michael Mendez
Eleanor Zimmerman

Planning Commission

Mark Williams, Chairman
Bernie Gallie, Vice Chairman
Sylvia Flores
Louie Marin
James D. Sweet

Prepared by

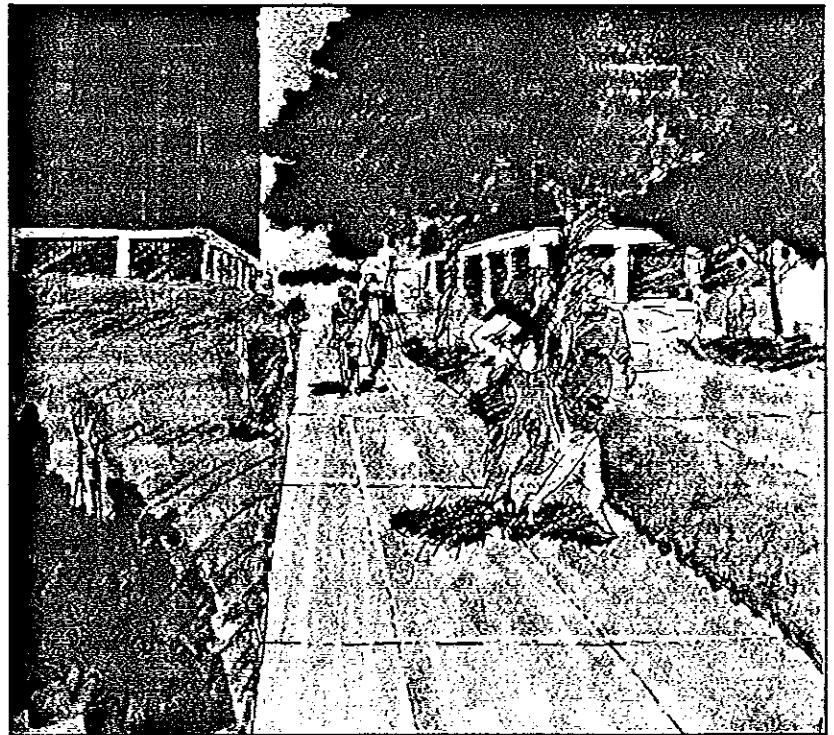
The City of Norwalk
Hartzog and Crabill, Inc.
Environmental Science Associates
Psomas and Associates

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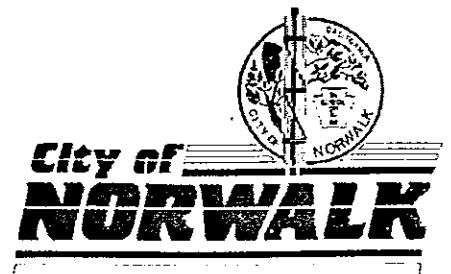
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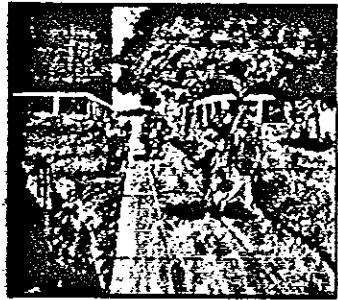


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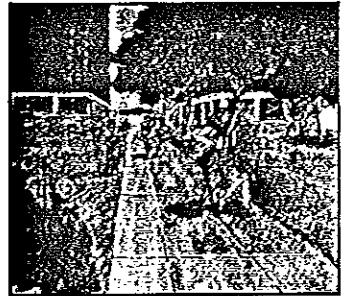


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SECTION I

About the General Plan



Sugar Beet Farm, City of Norwalk, early 1900's

1. Purpose

The beginning of the development of the Norwalk community can be traced to the establishment of Norwalk Station by the railroad in 1874, and the subsequent recording of a tract map in 1877 for the town site. Following years of rapid growth, Norwalk became a city on August 26, 1957. Since that time, the City of Norwalk, which now comprises about 9.35 square miles, has continued to grow and develop into a prosperous and culturally rich community of over 90,000 residents. The future will bring to Norwalk new challenges and opportunities, and it is the purpose of this General

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Plan to help decision makers address critical issues impacting the City.

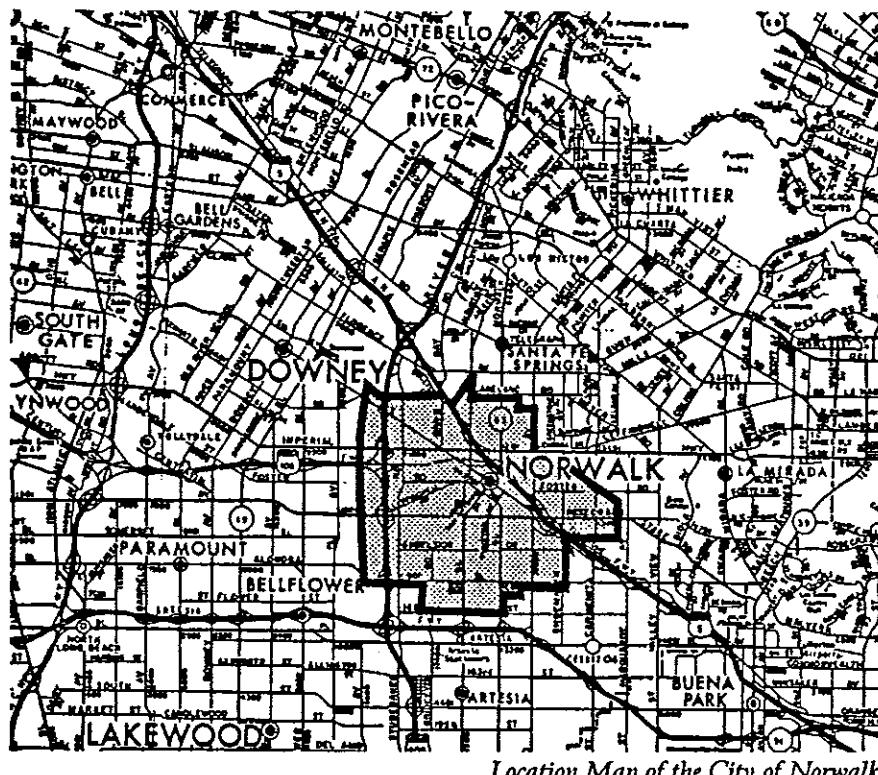
The Norwalk General Plan articulates a vision that gives direction to the long-range development of the City, and serves as a stimulus and guide to future public and private decisions. The General Plan is a policy document which represents the official statement of the City of Norwalk regarding the development needed to achieve its social, physical, and economic goals. Although it is comprised of individual sections, each dealing with a particular area of planning concern, the General Plan embodies a comprehensive approach in which the total range of urban concerns and issues are treated in an integrated manner. The General Plan is intended to be a framework for more detailed plans, or for making incremental development and plan implementation decisions.



*Election workers tabulate votes for incorporation of the City of Norwalk,
Tuesday, July 23, 1957*

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2. Authority and Scope



California State law requires every city to prepare and adopt a comprehensive, internally consistent, long-term General Plan for its physical development (Government Code Section 65300, *et seq.*). Functioning as the foundation on which all future land use decisions will be based, the General Plan serves as an important guide for local decision makers.

The General Plan should be an internally consistent and compatible statement of policies for the legislative body. A General Plan establishes development policies which set forth objectives, principles, and standards.

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It must include seven elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. It may also include any other elements, or address any other subjects, which, in the judgment of the legislative body, relate to the development of the City. Therefore, its format may consist of a single document, or a group of documents relating to subjects or geographic segments of the planning area.

3. General Plan Structure

The Norwalk General Plan has been formatted to address the very specific and unique needs of the City. The four principal components of the Plan are described as follows:

a. Vision Norwalk

Vision Norwalk is a preamble to the General Plan, which provides a "big picture" concept of the future direction of the City. Vision Norwalk declares the general intent of the City toward its future long-range development and prosperity. Vision Norwalk provides broad direction for the City's evolution, and is intended to serve as a reference for future decisions.

b. Area Plans

Area Plans have been developed for specific geographic areas of the City which are likely to play a significant role in the City's future. Due to the changing needs and forces acting upon them, these areas are in need of more focused planning solutions and strategies.

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It should be noted that Area Plans are planning policy documents that are part of the General Plan. However, an Area Plan need not address each of the General Plan's required elements, as long as the General Plan already satisfies these requirements through the Citywide elements.

For each of the Area Plans, a "vision" is presented of what that area could become. This is followed by a discussion of the economic development concept, the designated land uses, the urban design concept, existing historic and cultural resources, circulation, infrastructure, and, finally, a discussion of the Plan's objectives, policies and implementation programs.

c. Opportunity and Special Site Studies

Opportunity and Special Site Studies are similar to Area Plans, except that they generally encompass specific sites or smaller geographic areas. For each Special Site Study, there is a discussion of the underlying issues and opportunities, recommended land uses, objectives and policies, and implementation programs.

d. Citywide Elements

The Citywide elements include the seven elements required by the State, as well as three optional elements. Once adopted, an optional element becomes an integral part of the General Plan. It has the same force and effect as the mandatory elements, and must be consistent

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with the other elements. The Citywide elements included in the General Plan are summarized as follows:

- **Land Use** - The Land Use Element designates the general distribution and intensity of uses of the land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses. The Land Use Element also establishes standards of population density as well as the building intensity for the various land uses identified.
- **Circulation** - The Circulation Element is correlated with the Land Use Element, and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public transit facilities.
- **Housing** - The Housing Element is a comprehensive assessment of current and projected housing needs for all segments of the community, and all economic groups. In addition, it embodies policy for providing adequate housing and includes action programs for this purpose.
- **Conservation** - The Conservation Element addresses the conservation, development and use of natural resources such as water, forests, soils, rivers, and

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mineral deposits.

- **Open Space** - The Open Space Element details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety.
- **Noise** - The Noise Element identifies and appraises noise problems within the community, and helps to guide land use decisions.
- **Safety** - The Safety Element establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, fire, and other urban hazards.
- **Community Design** - The Community Design Element explores issues related to the visual environment. Whereas the majority of General Plan elements focus on functional design issues, this element establishes that the City is also concerned with the aesthetic form of development.
- **Educational and Cultural Resources** - The Educational and Cultural Resources Element is an assessment of the educational and cultural resources of Norwalk. It provides policies for the preservation and enhancement of these resources.

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- **Utility Infrastructure** - The Utility Infrastructure Element addresses the issues related to the City's infrastructure capacity, and establishes policies for the maintenance of existing facilities and the provision of new facilities.

4. Implementing the General Plan

Achieving the "vision" outlined in the General Plan requires consistent and thorough implementation of the goals, objectives, policies, and programs contained within. The City of Norwalk may use a variety of tools to implement the General Plan including, but not limited to:

- Police Powers (Regulatory)
 - Specific Plans
 - Zoning Ordinances
 - Subdivision regulations
 - Park dedication requirements
 - School dedication requirements
 - Review and regulation of Conditional Use Permits, Zone Variances, Subdivisions, and other land use entitlements
 - Housing and building regulation
 - Code Enforcement
 - Environmental Procedures
 - Design Review
- Corporate Powers (Acquisition and Development)
 - Construction of streets, roads, water and sewage treatment facilities and other public works improvements.

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- Acquisition and development of parks
- Acquisition and development of sites for low to moderate income housing
- Purchase of development rights and scenic easements
- Establishment of policies governing the timing of improvements to public services
- Creation of development corporations
- Others
 - Redevelopment
 - Development Agreements
 - Intergovernmental coordination
 - Public information
 - Data Management
 - Cooperative arrangements with private sector

In essence, every decision and action within the City is an opportunity to further the goals and objectives of the General Plan. Where any project, activity, or issue appears to conflict with the General Plan, the item may be submitted to the Planning Commission for their review and consideration.

5. Maintaining the General Plan

The basic underlying concept behind the General Plan is that the Plan is a "living document", which is continuing, comprehensive and cohesive. This process requires the Plan to be reviewed on a systematic and timely basis. Section 65400 of State Planning and Zoning Law requires that, after the legislative body has adopted the General Plan, that the planning agency do the following:

The City of Norwalk General Plan

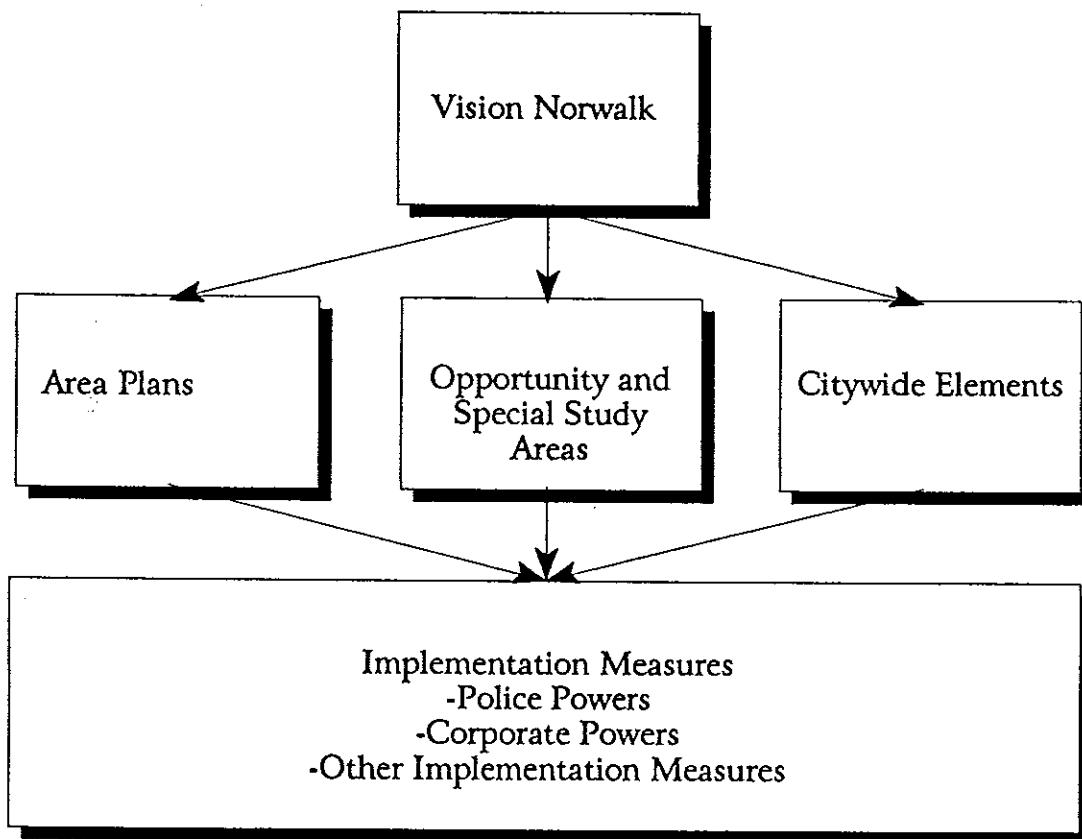
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- Investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the General Plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the General Plan.
- Provide an annual report, by October 1 of each year, to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development, regarding: the status of the plan and progress in its implementation; and the degree to which the General Plan complies with guidelines developed and adopted by the State Legislature, and the date of the last revision to the General Plan.

Such a review would measure progress toward achievement of the Plan's goals and evaluate program performance. It would also provide an opportunity to review and re-evaluate goals, objectives, and policies, in light of trends and new opportunities. In this manner, each succeeding review of the General Plan would provide for not only its updating for relevance, but also for further refinement of the Plan. Successful implementation of the General Plan requires that the viewpoints of citizens be accurately represented. Their participation is critical for the collection of information, and formulation of effective and realistic policies and implementation measures. For this reason, extensive public participation must be an integral part of every future update.

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GENERAL PLAN STRUCTURE



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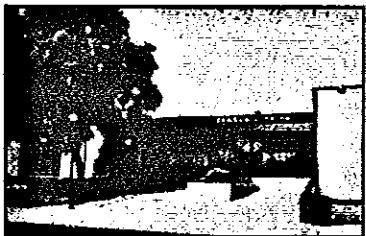
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SECTION 2

Vision Norwalk



A City with Focus

Building on the rich heritage of the City of Norwalk, "Vision Norwalk" provides a glimpse of the community's evolution and growth into the 21st Century. It is a vision which embraces economic prosperity, community enrichment, and expanding opportunities. Ideally situated in the center of the Los Angeles Basin, midway between Los Angeles and Orange County business centers, the City of Norwalk is positioned to emerge as an important regional destination point. The unique social, physical, and economic characteristics of the community will serve as the catalysts for building the 21st Century Norwalk, which will be a community defined by its distinct residential neighborhoods and clearly identifiable commercial centers.



A City of Neighborhoods

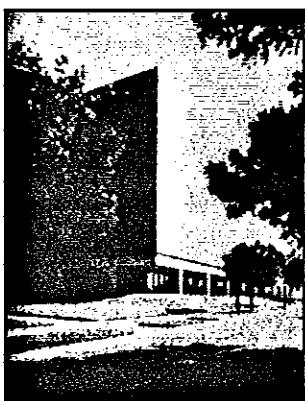
The basic building block of the Norwalk lifestyle will be the residential neighborhood, where residents will enjoy nearby parks, schools, and commercial conveniences for daily living. As self-sufficient components of the City, these neighborhoods will provide places to interact and establish social relationships within a distinctive physical setting.

While some neighborhoods will be enriched by a historical landmark, others will be dominated by certain architectural features or, perhaps, characterized by their location adjacent to a freeway or shopping area. Neighbors will be linked together, not only by their stewardship over common interests and concerns, but also by the commercial and

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recreational facilities that they share. In this sense, 21st Century Norwalk will be recognized not as a conglomerate of over 90,000 people but, instead, as a mosaic of neighborhoods, each with its own interesting set of characteristics.

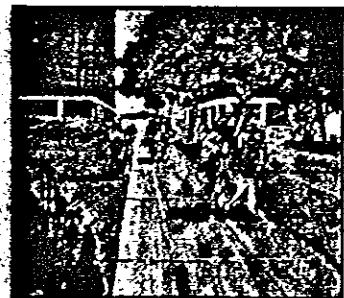


A City of Commercial Centers

While residential neighborhoods will foster a sense of belonging and community pride, the focal points of the community will be the prosperous and dynamic commercial centers. Residents from the various neighborhoods, and from other cities, will converge in Norwalk, where they will find employment, shopping, and entertainment arranged in exciting and convenient settings. Like residential neighborhoods, commercial uses will be synthesized to create unified shopping and employment areas, each area possessing its own market niche and unique physical qualities. These commercial centers will be linked and clearly organized to propel the 21st Century Norwalk into a successful future.

Attaining the Vision

"Vision Norwalk" provides a snapshot of Norwalk in the 21st Century. The goal of the Norwalk General Plan is to attain this vision through specific policies and programs, aimed at promoting neighborhood and economic development in Norwalk. Through implementation of the various area plans, opportunity and special site studies, and Citywide elements, the vision of the City of Norwalk, as a City of Neighborhoods, and a City of Commercial Centers, can be realized.



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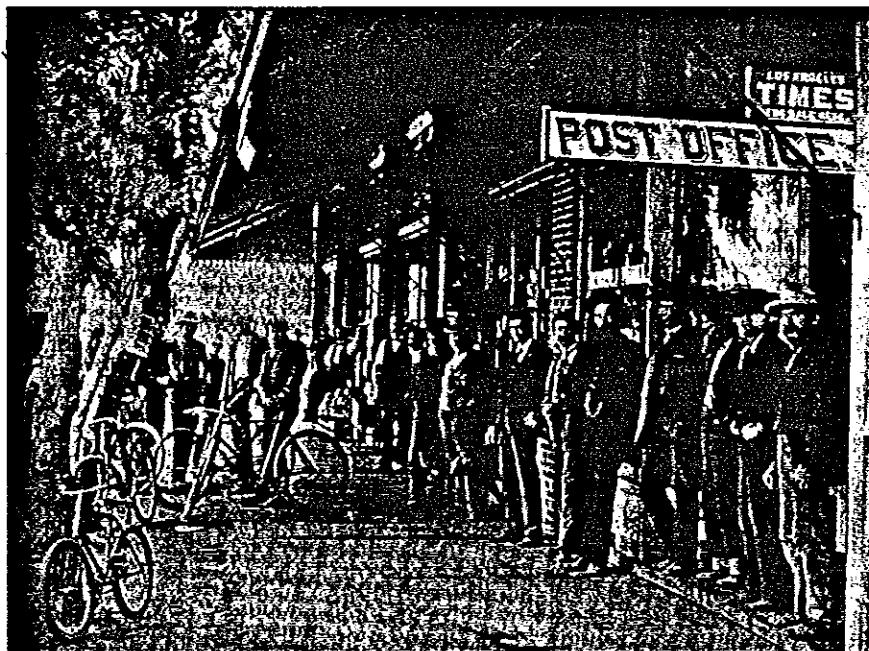
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SECTION 3

Area Plans



Front Street, 1890's

Certain areas of Norwalk have the potential to profoundly effect the future social, physical, and economic development of the City. Due to their location, size, accessibility and development potential, these areas require a more focused assessment of planning, urban design and economic opportunities and implementation strategies. To deal with these issues, Area Plans have been prepared for carefully defined segments of the City.

The Area Plans enumerate specific recommendations aimed at creating distinctive environments which will sustain the economic viability of Norwalk, and enhance the quality of life for its residents.

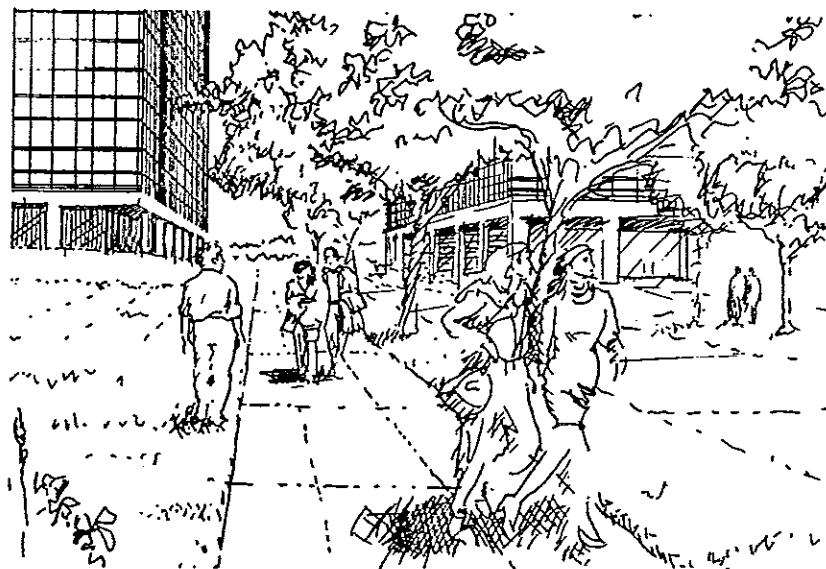
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The City of Norwalk General Plan
AREA PLANS - CITY CENTER

A. City Center Area Plan



1. Vision of the City Center

Easily accessible by public transit and by freeway, Norwalk's City Center will command a regional presence as a highly desirable professional office center. Employees, residents and visitors will be able to take advantage of the convenient Transportation Center which will link Norwalk to most of the Southern California region, including Downtown Los Angeles, the City of Long Beach, and Los Angeles International Airport. City Center will be distinguished by its quality architecture, park-like setting, and its extensive network of attractively landscaped pedestrian walkways. Complementary uses such as restaurants, shops, conference facilities,

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and an entertainment complex help make City Center an economically competitive and dynamic place, designed to serve both the business community and the public.

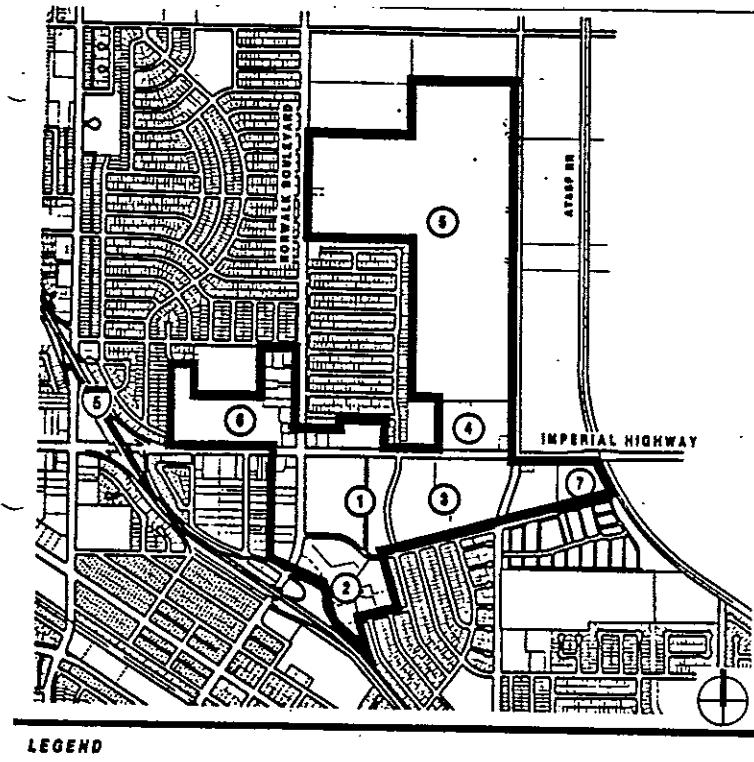
In essence, City Center will be a place where business, government, cultural and public amenities will be integrated. City Center will function as a genuine civic center, a place belonging to the citizens of Norwalk.

2. Economic Development Concept

City Center will be the economic heart of Norwalk. Economic studies indicate that City Center has the potential to become a strong subregional retail/commercial office core. The I-5 Freeway, the I-105 Freeway, and the convergence of commuter rail lines at the Transportation Center will stimulate additional demand for quality and easily accessible office space. The existence of several County offices in Norwalk may also increase the propensity of other government administrative offices to locate there.

The mix of professional offices, retail stores, civic facilities, entertainment facilities and public amenities will create a unique mixed-use center. Synergistic relationships between each component of City Center will result in mutual economic benefits. In turn, the economic vitality of the Center will generate a vibrant work environment, and a long term revenue stream for the City.

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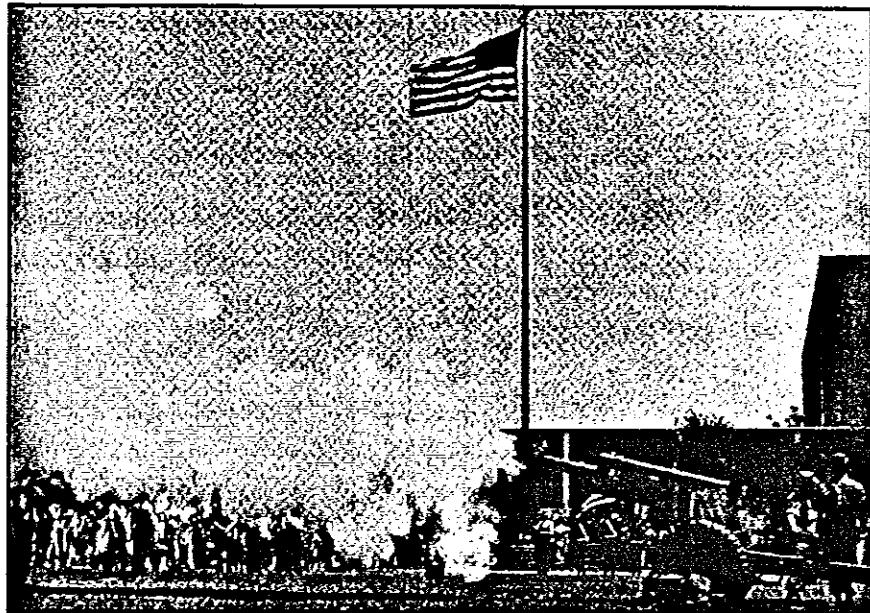
LEGEND

1. Civic Center
2. Norwalk Entertainment Center
3. Professional Office Site 1
4. Professional Office Site 2
5. Metropolitan Hospital
6. Paddison Square/Paddison Ranch
7. Transportation Center

3. Land Uses

City Center will have a mix of compatible land uses. Some of the important sites within City Center are:

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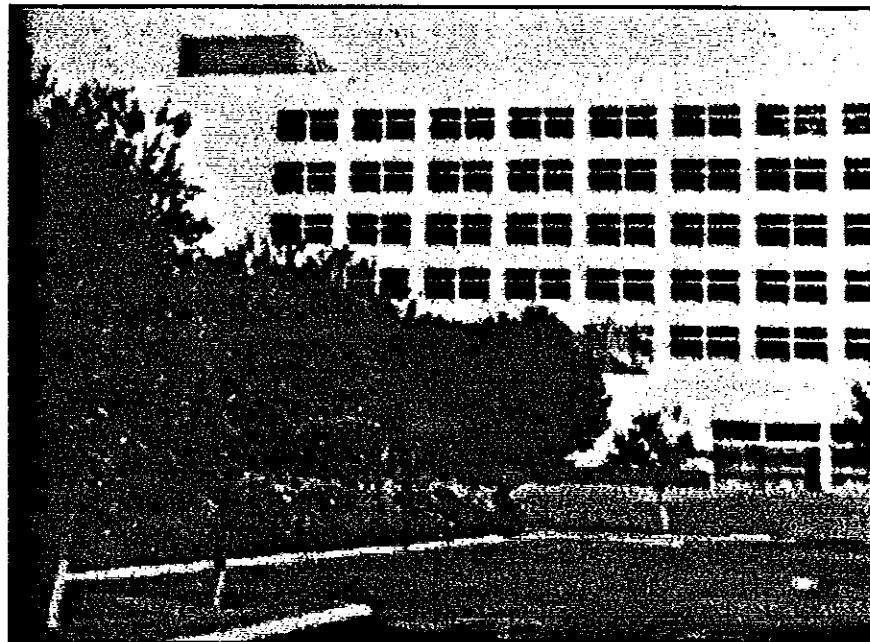


Celebration of the nation's 200th birthday on the Civic Center Lawn, 1976

Civic Center: Located at the corner of Norwalk Boulevard and Imperial Highway, this site contains Norwalk's City Hall and the County Sheriffs' Station, Library and Superior Courthouse. This site has the opportunity to be developed into a major civic facility with new office buildings and cultural facilities.

Norwalk Entertainment Center: Located at the intersection of Civic Center Drive and Norwalk Boulevard, this site contains a hotel, 20-screen theater, and multi-family development. The site has the potential to become a major office, entertainment and conference center, with cinemas, restaurants, and shops. Uses should complement the existing hotel and theater, and uses throughout the rest of City Center.

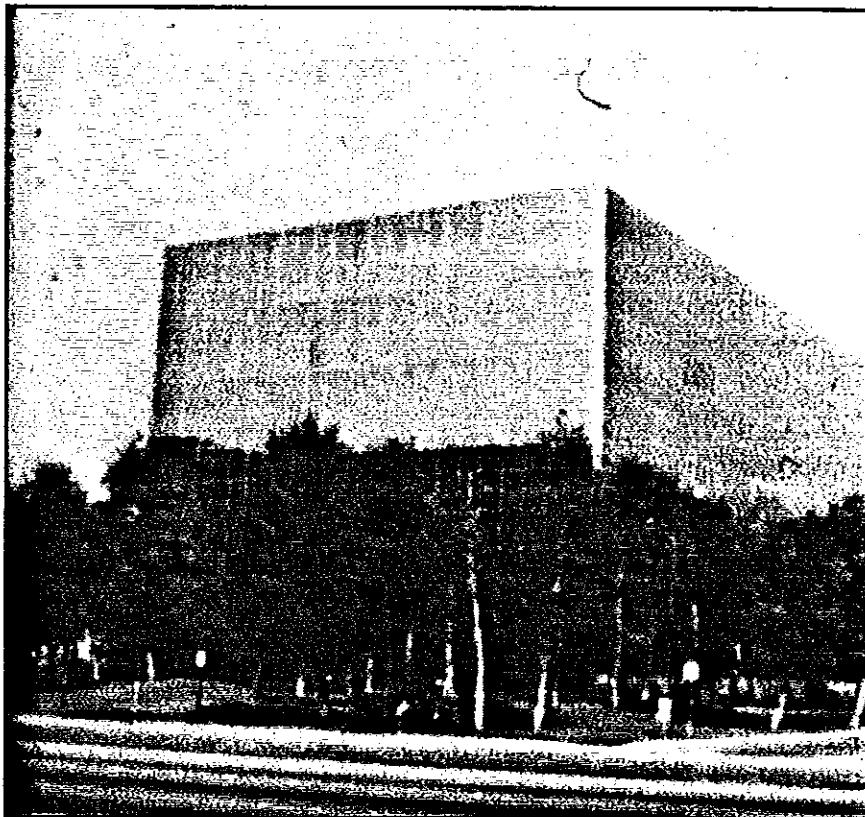
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Office building occupied by Bechtel Corporation

Professional Office Site I: Located directly east of the Civic Center, between Imperial Highway and Civic Center Drive, this site is occupied by Bechtel Corporation and the County Recorder, County Clerk, and County Registrar of Voters.

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Office building occupied by GTE

Professional Office Site 2: Located on Imperial Highway, at the northeast corner of the intersection of Imperial Highway and Bloomfield Avenue, this site is presently occupied by one building. As a long-term strategy, this site is envisioned to be developed with additional office space.

Metropolitan State Hospital: This historic site located on Bloomfield Avenue contains hospital facilities interspersed within a significant amount of open space. This property has significant development potential. A professional or mixed-use project could conceivably be integrated with existing historic structures, preserving Norwalk's historic and

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cultural heritage while at the same time fostering the City's economic growth.

Paddison Square/Paddison Ranch: The Montgomery Ward department store and retail center at Imperial Highway and Norwalk Boulevard could be combined and expanded to provide another department store as well as mall shops. Paddison Ranch is situated immediately to the east of the shopping center.



City of Norwalk/Santa Fe Springs Transportation Center

Transportation Center: Located between Civic Center Drive and Imperial Highway, the Transportation Center serves the MetroLink network and the Metro Green Line. Pedestrian and vehicular access to and from this site will be safe and convenient. The Transportation Center is integral to the success of City Center. Public and private transit facilities and uses are encouraged to locate in convenient proximity to the Transportation Center.

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Convenience Commercial Centers: Convenience commercial centers are presently located along Imperial Highway. They provide necessary convenience stores, restaurants, and other goods and services to passers-by, nearby residents, and City Center users traveling to and from work.

Multi-Family Projects: Multi-family residential redevelopment projects are located within the City Center, as well as just outside its boundaries. These multi-family developments provide convenient housing for people working in City Center, and for people who would like to take advantage of public transit facilities. This population will help create the active environment envisioned for the City Center.

4. Urban Design Concept

Embodying the garden-office concept, development of the City Center will consist of widely spaced mid- to high-rise structures with extensive landscaping. Well defined pedestrian walkways will link all components of City Center, and pedestrian-scaled amenities, such as public art, street furniture, waterscapes, and plazas, may be incorporated into the fabric of City Center. Buffering mechanisms such as berms, landscaping, and fences may be used to protect neighborhoods from traffic and other possible development impacts.

Urban design guidelines may be established for the City Center. The guidelines may address:

- Harmonious architectural design and quality materials.
- Site planning guidelines to create a cohesive

The City of Norwalk General Plan
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project.

- A network of pedestrian walkways to link components of City Center.
- A comprehensive Landscape Plan to give identity to the area.
- Decorative pavements, art work, waterscapes, seating, lighting and other amenities to create a safe and inviting pedestrian environment.
- Screening of parking areas and structures to diminish impacts.
- Buffers between office, commercial and residential uses to protect residences from adverse impacts.

5. Historic, Civic and Cultural Resources

The City Center area contains the following places and structures which are important to the historic, civic and cultural heritage of the City:

City Hall: City Hall is located on Norwalk Boulevard near Imperial Highway. Built in the 1960's, with a colorful tile facade and an interior courtyard, this distinctive building is the center of City government activity and community services. The expansive lawn area, adjacent to City Hall, provides a place for cultural activities, and can also serve as open space for the surrounding professional office uses.

County Facilities: Located near City Hall are existing County facilities: a regional branch of the

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County Library, the County Courthouse, the County of Los Angeles Registrar-Recorder and Clerk, and a Sheriff's Station. These facilities form a core of County governmental activity and service.

Paddison Farm: The Paddison Farm property is located on Imperial Highway and Zeus Avenue. Established in 1879, this farm and its Victorian farmhouse reflect the ambience of rural life in Southern California a century ago. It was included in a cultural resource survey of more than 500 Los Angeles County historic sites and is also registered as a National Historic Place.

These places and structures are important to the residents of Norwalk, as a reminder of Norwalk's historic and cultural heritage. Government buildings and complexes are the embodiment of civic identity. Historic places such as Paddison Farm provide the means by which residents can recall and celebrate their past. Together, these places help form and strengthen Norwalk's identity - past, present and future.

6. Circulation Concept

a. Public Transit

Public transportation will serve as the catalyst for the future development of City Center as a major business center. Existing and anticipated transit facilities are summarized as follows:

Transportation Center

Recognizing convenient transportation as a major attraction to the business community,

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Norwalk has developed an exciting concept for a regional transportation center within City Center. The Transportation Center will connect two major rail lines: the Metro Green Line and the MetroLink commuter rail network, thereby increasing the City's regional accessibility and providing an alternative mode of transportation for employees, residents and visitors.

■ **Commuter Rail Line**

The MetroLink commuter rail network provides access to Orange, San Diego, Riverside, San Bernardino, Los Angeles, and Ventura Counties.

■ **Metro Green Line**

The Metro Green Line is a 23-mile light rail line that runs for 17 miles along the median of the I-105 Freeway. It links Norwalk to El Segundo and Los Angeles International Airport.

■ **Bus Lines**

City Center is conveniently served by several bus lines operated by the Los Angeles County Metropolitan Transportation Authority (MTA) and the Norwalk Transit System (Hustle Bus). Bus service is provided along Norwalk Boulevard and Imperial Highway. It is anticipated that these bus lines will continue to serve the area with potential expansion of services as demand necessitates.

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- **Orange County Urban Rail System**
The Orange County Transportation Authority (OCTA) is currently evaluating the feasibility of developing a light rail transit system, referred to as the Orange County Urban Rail System, to serve the Orange County area. OCTA is in the process of defining priority corridors and alignments for the system. The proposed Norwalk Transportation Center has been identified by OCTA as a possible connection point between the Orange County Urban Rail System and the Los Angeles County Metro Rail System.

b. Vehicular Circulation

A vehicular circulation network accommodating residents, employees, and visitors will be an important component of City Center's successful development.

Freeway System

Norwalk is extremely well served by a network of freeways which link it to the rest of the Southern California Region. The I-5 (Santa Ana) Freeway, the I-605 (San Gabriel) Freeway, and the I-105 (Glenn Anderson) Freeway all pass through Norwalk. In addition, the SR-91 (Riverside/Artesia) Freeway is located in close proximity to the southerly city limits. This freeway network provides convenient access to and from Norwalk, strengthening the City's potential as a major business center and providing opportunities

The City of Norwalk General Plan
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unmatched elsewhere in the area.

Street System

The following summarizes the existing principal streets and designations within the City Center area:

| STREETS IN CITY CENTER | |
|------------------------|---------------|
| Street | Designation |
| Imperial Highway | Major Highway |
| Norwalk Boulevard | Major Highway |
| Bloomfield Avenue | Major Highway |
| Civic Center Drive | Collector |
| Volunteer Avenue | Collector |

Major highways are designed to accommodate a large volume of regional through traffic and, therefore, are important to the economic and physical development of the City. Imperial Highway, Norwalk Boulevard, San Antonio Drive and Bloomfield Avenue provide regional access into City Center. Major potential development sites such as the professional office sites, the Civic Center, Paddison Square, Norwalk Entertainment Center, the Transportation Center, and the Metropolitan State Hospital site have direct access to at least one of these streets.

A collector street's primary function is to connect regional and local traffic to larger streets such as major and secondary highways, and to provide access to residential uses. City

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Center's two collector streets, Civic Center Drive and Volunteer Avenue, provide access to adjacent residential areas as well as to existing and potential development sites in the area.

c. Pedestrian Circulation

An extensive pedestrian circulation network is critical to the success of City Center. The goal is to reduce dependence on automobile use by providing convenient and attractive walkways for pedestrians. In addition to the standard provisions of sidewalks and wheelchair ramps on new and, where feasible, existing facilities, City Center will also provide an integrated interior pedestrian spine. This pedestrian spine will be a prominent feature of City Center, connecting all the components together.

7. Utility Infrastructure

The City of Norwalk recognizes that the success of City Center will depend on the ability to provide infrastructure to serve its planned growth. Therefore, construction of new infrastructure will be phased to accommodate future growth.

a. Sewer System

Sewage generated in the City of Norwalk is collected in City lines that feed into Los Angeles County Sanitation District trunk sewers. Some of these sewers originate outside the City and, therefore, carry flows from other outside sources as well as Norwalk. Currently, sewer lines serving City Center are located in

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Imperial Highway, Civic Center Drive, and Norwalk Boulevard. A Sewer System Evaluation prepared in 1991 has identified some sewer capacity problems in the area, however, a majority of the area is served adequately. In particular, the sewer main serving the Metropolitan State Hospital may need to be upgraded upon development of the property.

b. Water System

City Center's water is provided by the Southern California Water Company (SCWC). Water lines serving City Center are located in Imperial Highway, Civic Center Drive, and Norwalk Boulevard. These lines are serving existing City Center users. In addition, a high pressure fire protection system served by the City's Municipal Water System provides supplemental water for fire protection for a portion of the system area.

c. Storm Drain System

Storm drains in the City of Norwalk are primarily under the jurisdiction of the Los Angeles County Department of Public Works. However, there are some storm drains under the City's jurisdiction. The storm drain system in City Center is adequately serving existing development.

d. Natural Gas

Natural gas is provided by the Gas Company,

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which anticipates that growth in the City of Norwalk can be served by existing mains in the area. Additional natural gas can be provided to the City Center without any major impact on overall system capacity or service to existing customers.

e. Electricity

Southern California Edison (SCE) provides electrical service to the City of Norwalk. Existing power tie-ins are adequate to meet the demand generated by existing land uses.

f. Telecommunication Infrastructure: Telephone/Fiber Optics and Cable Television.

Telephone service to the City of Norwalk is provided by General Telephone (GTE) and cable television is provided by Charter Cable Television. Existing telecommunication infrastructure is adequate to serve City Center; however, anticipated office development in City Center will require a significant amount of additional telephone/fiber optic and cable television service. Operating as a regional center, City Center will require the latest in telecommunication technology.

g. Heating and Cooling District

A heating and cooling district utilizing thermal energy storage within the City Center area may be considered to reduce the cost of heating and air conditioning for new and existing public/private office buildings.

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8. Objectives and Policies

The following objectives and policies have been established to guide future development of the City Center area:

Objectives

- To establish City Center as a strong sub-regional center and concentrate efforts towards its economic and physical development.
- To provide for infrastructure improvements needed to support the physical development of City Center.
- To provide for efficient and diverse modes of transportation to support City Center.
- To provide for a balance of commercial, retail, and related supportive uses within City Center.

Policies

Land Use

- Encourage professional office development in City Center.
- Encourage and support, where appropriate, retail and entertainment development in City Center.
- Consider the establishment of urban design guidelines which will provide for an aesthetically pleasing, pedestrian-friendly, and

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economically viable business core and which will encourage uses which are mutually supportive.

- Consider the use of City-owned property for uses which are revenue producing.
- Encourage complementary and appropriate land uses adjacent to public transportation stations and routes.
- Support or facilitate the construction of child care facilities in accordance with new development and based on need.

Historic, Civic and Cultural Resources

- Support the preservation of historic structures and places.
- Encourage the use of City Hall and other public facilities for community purposes.

Circulation

- Ensure City Center's continued and improved status as a major transportation hub.
- Continue to work closely with the Metropolitan Transportation Authority (MTA) to obtain funding for various transportation and circulation improvement projects, including the increase of headway times for the Metro Link Commuter Line and other public transit.
- Promote regulations and standards which

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encourage developments to be functionally integrated with adjacent transportation facilities and networks.

- Encourage and/or require dedication and/or construction of appropriate facilities in support of the public transportation system.
- Encourage continuation of transit services for elderly and disabled persons.
- Coordinate with CALTRANS and the I-5 Consortium Cities Joint Powers Authority to implement necessary freeway improvements.
- Identify and evaluate the major right-of-ways requiring increased capacity and methods of mitigating traffic impacts resulting from specific City Center projects.
- Require projects to include adequate on-site parking and encourage joint use of existing private parking facilities for public use during off-hours together with joint development of public/private parking facilities.
- Minimize adverse circulation impacts on adjacent residential neighborhoods.

Utilities

- Identify mechanisms and fee structures which will enable the City of Norwalk to plan for and finance infrastructure improvements in accordance with new development.

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- Continue existing programs to underground overhead utility lines using Public Utility Commission funds.
- Require new developments to install all on-site utilities and connections to distribution systems underground.
- Design and maintain public facilities so that associated noise, light, glare, or odors will not adversely affect nearby land uses.
- Promote water and wastewater conservation practices to reduce the water and sewage flows from existing and future developments.
- Encourage the continued development and expansion of telecommunications systems including cable television and, where feasible, fiber optics in the City.

9. Implementation Programs

- Discuss the preparation of a City Center Specific Plan to:
 - Establish specific development standards for a high quality office core development including allowable uses, building design, landscaping, streetscape, waterscape, signage, circulation and infrastructure.
 - Establish a network of pedestrian walkways to link components.

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- Establish standards for the integration of public transit with developments.
- Determine the highest and best use of public property.
- Address alternative development options for the Metropolitan State Hospital site.
- Establish a phasing program for the development of City Center.
- Establish a plan to coordinate transportation demand programs.
- Provide guidelines for the preparation of development agreements, which may include, but not be limited to, procedures for Planning Commission participation.
- Consider the establishment of a Landscape Plan for all rights-of-way in City Center, pedestrian walkways, and open space areas which will support the purpose and intent of the Specific Plan.
- Discuss the establishment of a Public Transportation Facilities Program to ensure the coordination of all public transportation improvements and services, monitor the efficiency of existing facilities, and study the potential for additional facilities and/or services.
- Consider establishing a City Property

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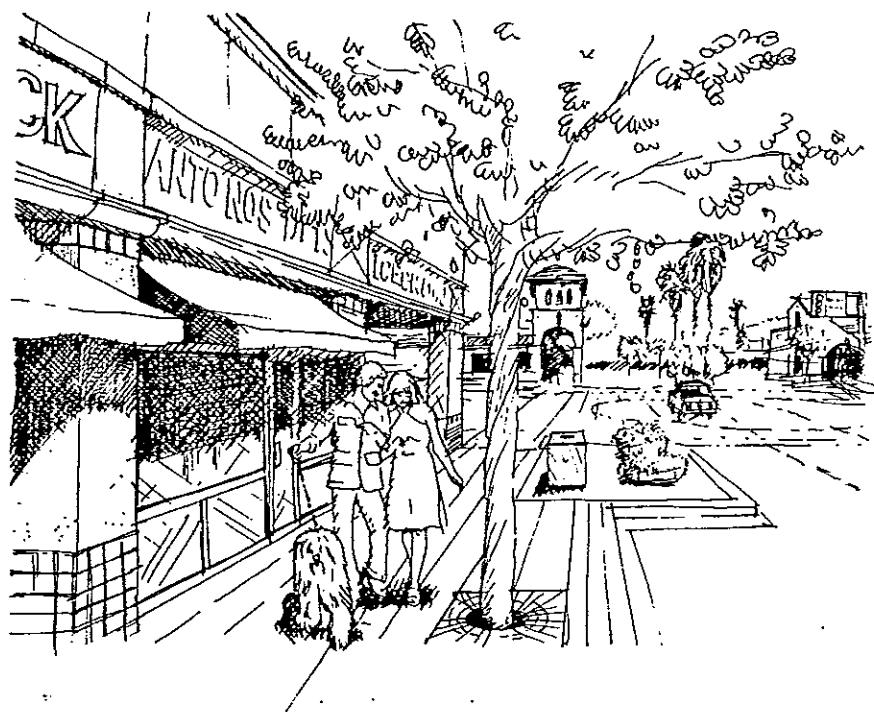
The City of Norwalk General Plan
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Management Program to identify the development potential of all City properties, the potential for joint-venture projects, to oversee the development of these properties, and to manage their operation and maintenance.

- Consider establishing a City Center Association composed of property owners and employers to address common issues such as parking, security, day care, public art, landscaping, etc.
- Discuss the development of a marketing program to attract uses deemed appropriate and desirable.
- Consider the establishment of a Capital Improvements Program to provide for the phasing and financing of capital and infrastructure improvements as necessitated by future growth. This Program could include the implementation of development fees, a community facilities district (Mello-Roos District), a special assessment district, an infrastructure financing district, or property tax increment financing.
- Investigate and determine the feasibility of fee programs for child care, housing and transportation.

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AREA PLANS - SAN ANTONIO VILLAGE

B. San Antonio Village Area Plan



I. Vision of San Antonio Village

Located in the heart of Norwalk, San Antonio Village is envisioned as a unique place distinguished by its diverse mix of uses and attractive pedestrian environment. Shops, restaurants, and offices will be combined with cultural and recreational facilities to form a center of community activity. Whereas the City Centre will be the regional serving professional office and commercial center, San Antonio Village will act as the entertainment and cultural center of the community, providing residents with a place to see people, and to be seen. The well-knit fabric of eating places, amusements, entertainment and specialty

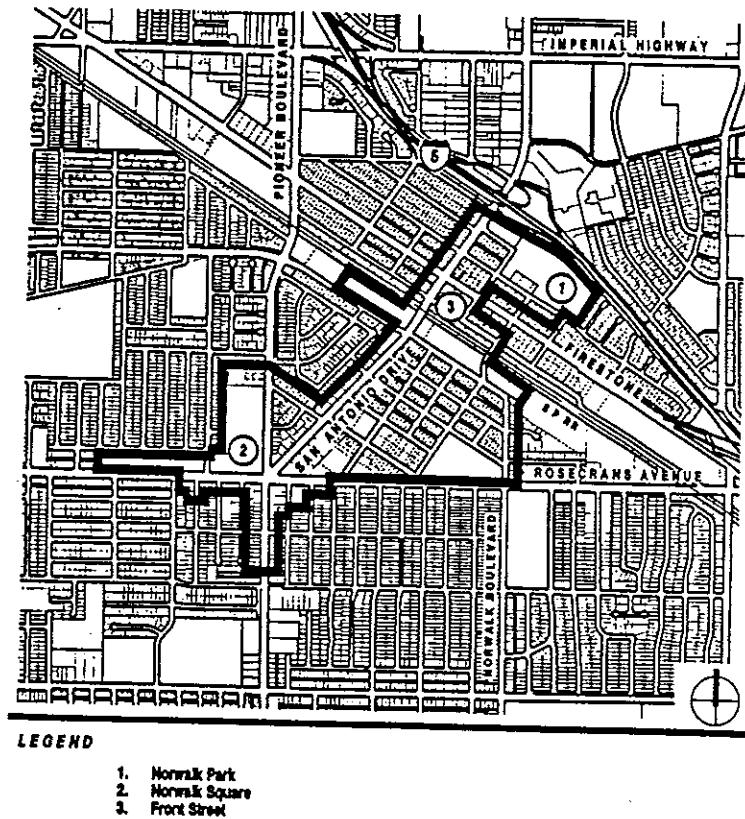
The City of Norwalk General Plan
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shops, in a well-lit and safe environment, will provide the center of public night life. The pedestrian scaled design and tree-lined streets will offer an ambiance that encourages evening strolls and family outings.

San Antonio Drive will form the spine of the Village area. This attractively landscaped street will become an important corridor linking the Norwalk Town Square Shopping Center, which anchors the southern end of the Village, to City Centre to the north.

The Village atmosphere will be derived from small-scale buildings, a mix of uses, harmonious architecture, and pleasant landscaping. The interesting streetscape and wide range of activities will maintain a high level of visual interest for pedestrians. San Antonio Village will also be noted for its many historic and community amenities. Historic Front Street will be reinvigorated as an economically viable shopping area. The Arts and Sports Complex in Norwalk Park, which features extensive cultural and recreational facilities, will continue to serve the Norwalk community. Also, a Senior Citizen Center and Senior Housing Tower will be located in the Village to serve active older adults, and young families in the area will appreciate an easily accessed child care center.

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San Antonio Village is surrounded by existing residences which will be integrated into the fabric of the Village by a well-defined pedestrian network. Future commercial development will be carefully designed to respect adjacent residences, and new homes will be designed to complement the existing neighborhoods.

In the coming years, San Antonio Village will emerge as a unique and dynamic place to live and shop. Its vibrant environment will attract people of all ages and

The City of Norwalk General Plan
AREA PLANS - SAN ANTONIO VILLAGE

will help foster a sense of community identity.

2. Economic Development Concept

San Antonio Village will provide Norwalk residents with a distinctive retail and commercial district. Uses will be oriented to serve both nearby residents and the wider community. The commercial district will consist principally of Norwalk Town Square Shopping Center and businesses along San Antonio Drive and Front Street. Residential and cultural uses will be integrated into this district to form a mixed-use environment which will support the commercial uses. Norwalk Town Square Shopping Center will continue to contribute to the economic vitality of Norwalk, and the economic revitalization of San Antonio Village will generate an increased revenue stream for the City.

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Norwalk Square Shopping Center

3. Land Uses

San Antonio Village has three land use designations. These designations have been assigned to create a balance of uses required to create and maintain a vibrant community-oriented center.

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a. Commercial

Commercial land uses should be tailored to the needs of San Antonio Village, which will be characterized as a pedestrian scaled, shopping and entertainment area. It is designed to include uses which are appropriate for community and neighborhood oriented shops. Traditionally, these types of uses complement each other, providing residents with a variety of choices to meet daily needs of consumption, services, and entertainment. Such uses include food markets, clothing stores, specialty shops, service shops, restaurants, and theaters.

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Front Street and Clarkdale Avenue

b. Residential

Residential uses will help to create and support a mixed-use village setting. Multi-family residential development, such as senior housing, which can benefit from the convenient services and activities available in San Antonio Village, will play an integral part in developing the vibrant Village atmosphere.

c. Open Space

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The open space designation is intended to allow for development of public recreational and cultural facilities.

4. Urban Design Concept

San Antonio Village is intended to evolve into a community-oriented area with a distinctive small town atmosphere. Many factors will contribute to creating an intimate, friendly environment, including small scale buildings, harmonious architecture, a variety of shops and services, and a strong pedestrian orientation. The Design Plan which was prepared in 1989 for the San Antonio Village commercial area identifies a number of important concepts which, when implemented, will eventually create the pedestrian ambience that will make San Antonio Village a unique place to shop and be entertained. The Design Plan recommends:

- Development of buildings along the sidewalks with minimal setbacks to create a sense of enclosure on Front Street with street access to shops.
- Cohesive architectural design which emphasizes harmonious forms, and attention to details.
- Landscaping, decorative pavements, benches, well designed signage, public right-of-way improvements, adequate street lighting, and other amenities to create a safe, inviting, and intensive pedestrian environment.
- Parking areas screened with buildings or landscaping to diminish their impact, and

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traffic impacts upon pedestrians will be reduced.

- Special buildings, monuments or landscape features constructed at vista points and other important areas for visual orientation.
- Buildings on Front Street to provide primary storefront orientation to the street to encourage pedestrian activity.
- Buffers provided between commercial and residential uses to protect residents from adverse impacts

Integration of the residential neighborhoods into the San Antonio Village commercial area is important to its success. The following design concepts are recommended:

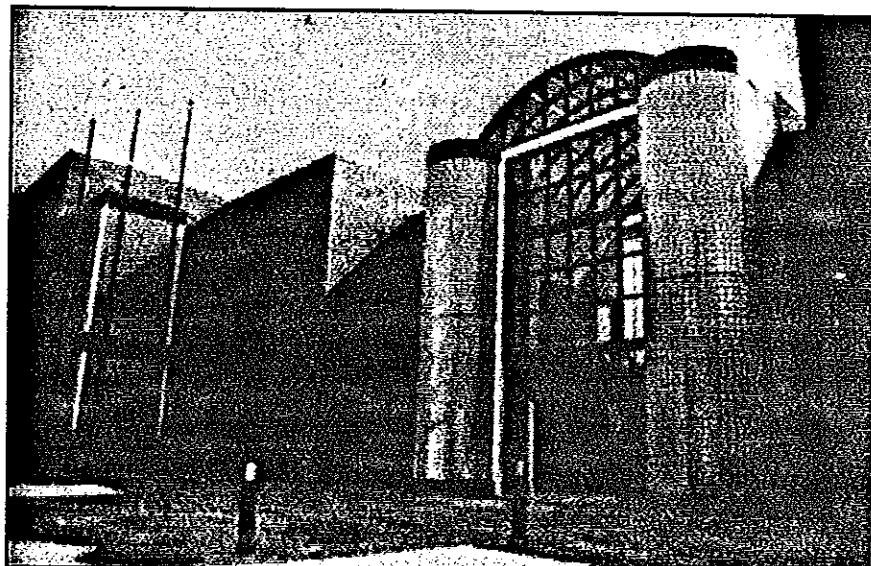
- Building placement and setback relationships should be functionally and aesthetically compatible with their surroundings;
- Residential streets should be designed to slow vehicular traffic, discourage through traffic, and provide a safe environment for residents;
- Residential streets should be well landscaped and sidewalks kept in good repair to accommodate pedestrians;
- Garages should be designed so as not to dominate the front facade of residences;
- Fences along sidewalks should be well designed

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and maintained to add visual interest for pedestrians.

5. Historic and Cultural Resources

San Antonio Village contains several cultural and historic structures, which are important assets to the entire Norwalk community:



Arts and Sports Complex

a. Arts and Sports Complex

The City's commitment to quality of life is illustrated by the new Arts and Sports Complex located at Norwalk Park. The Arts and Sports Complex provides Norwalk residents with numerous recreational and cultural outlets. Sports facilities, classrooms, exhibit rooms, and meeting rooms provide space for community meetings, recreation, and education in one centralized area.

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b. Sprout Museum

Located in Norwalk Park, the Sprout House belonged to one of the founding fathers of Norwalk, Gilbert Sprout. Built in 1870, this farmhouse was once part of a working farm consisting of 460 acres. Today, the State registered historic house is a museum which focuses on Norwalk's farming heritage. Alongside this museum, residents will also discover the Nature Center and antique farm machinery.



Sprout House

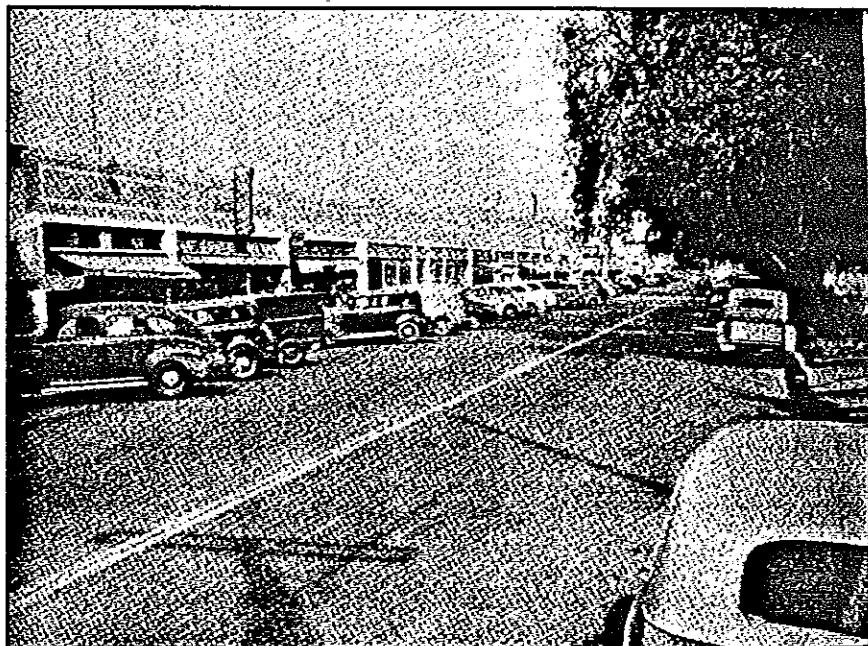
c. Senior Citizens Center

A Senior Citizens Center, located on San Antonio Drive, serves the needs of older adults.

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AREA PLANS - SAN ANTONIO VILLAGE

d. Front Street

Front Street's significance to local commerce dates back to the late 1800's. It was Norwalk's foremost business district through the early 1900's. Adjacent to the railroad tracks which were responsible for Norwalk's settlement and subsequent development, Front Street evolved into a thriving downtown and served as a popular gathering place for Norwalk residents.



Front Street, 1950's

6. Circulation

a. Public Transit

Bus lines

Good public transportation is important to the

The City of Norwalk General Plan
AREA PLANS - SAN ANTONIO VILLAGE

economic success of the San Antonio Village commercial areas. Currently, bus transportation is available via both Norwalk Transit and RTD, and it is anticipated that these lines will continue to serve San Antonio Village. The Greyhound Bus depot, located on Front Street, provides transportation services for longer distance travelers.

b. Vehicular Transportation

Street System

Functioning as the spine of the Village area, San Antonio Drive is directly accessible from the Santa Ana Freeway at its northern end. At its southern end, it meets Pioneer Boulevard and Rosecrans Avenue to form a five-point intersection at Norwalk Town Square Shopping Center. Principal streets which intersect San Antonio Drive are Foster Road, Front Street, and Firestone Boulevard. The existing principal street designations within San Antonio Village area are:

| STREETS IN SAN ANTONIO VILLAGE | |
|--------------------------------|-------------------|
| Street | Designation |
| San Antonio Drive | Major Highway |
| Pioneer Boulevard | Major Highway |
| Rosecrans Avenue | Major Highway |
| Foster Road | Secondary Highway |
| Front Street | Collector |
| Firestone Boulevard | Major Highway |

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The City of Norwalk General Plan
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Freeway Access

The I-5 Freeway provides regional access to and from Norwalk. On and off-ramps at Union Street and San Antonio Drive/Norwalk Boulevard provide the most direct access to San Antonio Village.

c. Pedestrian and Bicycle Circulation

San Antonio Village will be designed to encourage pedestrian circulation principally along sidewalks. Pedestrian activity will be functionally and aesthetically integrated with adjacent commercial uses allowing for an inviting, energetic and enriched street life. Automobile-oriented development, which will not enhance the pedestrian atmosphere, will be discouraged. The pedestrian network will extend from Norwalk Town Square Shopping Center to City Centre and will be integrated with adjacent residential areas. The use of bicycles will be encouraged, where possible.

7. Utility Infrastructure

The City of Norwalk recognizes that the success of San Antonio Village will depend on the ability to provide infrastructure to serve its planned growth. Therefore, construction of new infrastructure will be phased to accommodate future growth.

a. Sewer System

Sewage generated in the City of Norwalk is

The City of Norwalk General Plan
AREA PLANS - SAN ANTONIO VILLAGE

collected in City lines that feed into Los Angeles County Sanitation District trunk sewers. Some of these sewers originate outside the City and, therefore, are carrying flows from Norwalk as well as from other outside sources. The majority of the sewer lines are adequately serving the San Antonio Village area, however, some sewer deficiencies exist, as identified in the Norwalk Sewer System Evaluation prepared in 1991. These sewer deficiencies may affect future multiple-family residential development and other development in San Antonio Village.

b. Water System

Water is provided to San Antonio Village by the Norwalk Municipal Water System. Improvements to the water system have been identified in the Water Master Plan (HDR Engineering, 1991) in order to adequately serve the San Antonio Village area.

c. Storm Drain System

Storm drains in the City of Norwalk are primarily under the jurisdiction of the Los Angeles County Department of Public Works. However, there are some storm drains under the City's jurisdiction. The storm drain system in San Antonio Village is adequately serving existing development.

d. Natural Gas

Natural gas is provided by the Gas Company, which anticipates that growth in the City of

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Norwalk can be served from existing mains in the area. Additional natural gas can be provided to San Antonio Village without any major impact on the overall system capacity or service to existing customers.

e. Electricity

Southern California Edison (SCE) provides electrical service to the City of Norwalk. Existing power tie-ins are adequate to meet the demands generated by existing land uses in San Antonio Village.

*f. Telecommunications:
Telephone, Fiber Optics and Cable Television*

Telephone service to the City of Norwalk is provided by General Telephone (GTE) and cable television is provided by Crown Cable Television. Existing telecommunication infrastructure is adequate to serve San Antonio Village.

8. Objectives and Policies

The following objectives and policies have been established to guide future development of San Antonio Village:

Objectives

- To develop San Antonio Village into a unique, pedestrian oriented commercial and community center.

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AREA PLANS - SAN ANTONIO VILLAGE

- To preserve and enhance existing single-family and multi-family residential neighborhoods.
- To provide for efficient and diverse modes of transportation to, from, and within San Antonio Village.
- To provide for infrastructure improvements needed to support the physical development of San Antonio Village.

Policies

Land Use

- Encourage community-oriented commercial and retail uses which will further the objectives of the Area Plan.
- Encourage community-oriented cultural and recreational uses.
- Encourage pedestrian-friendly commercial/retail uses.
- Enhance residential neighborhoods.
- Encourage a mix of housing types and densities.
- Encourage the acquisition or development of open space.

Historic and Cultural Resources

- Continue the preservation and use of Sproul House as a historic resource, and the

The City of Norwalk General Plan
AREA PLANS - SAN ANTONIO VILLAGE

enhancement of the nature center and the antique farm equipment.

- Encourage the preservation and adaptive re-integration of Front Street into the urban fabric of the City.
- Continue support of child care services.
- Continue support of the Arts and Sports Complex as an important community resource.
- Continue support for services to Senior Citizens.

Circulation

- Mitigate traffic impacts resulting from specific San Antonio Village projects.
- Provide adequate parking for commercial uses in order to minimize adverse parking impacts on adjacent residential neighborhoods.
- Minimize adverse circulation impacts on adjacent residential neighborhoods.
- Support and enhance existing public transportation services.

Utilities

- Provide for infrastructure improvements in accordance with anticipated development.
- Continue existing programs to underground

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overhead utility lines.

- Require new developments to install on-site utilities and connections to distribution systems underground.
- Design and maintain public facilities so that associated noise, light, glare, or odors will not adversely affect nearby land uses.
- Encourage water and wastewater conservation practices to reduce the water and sewage flows from existing and future developments.
- Encourage the continued development and expansion of telecommunication systems including cable television and, where feasible, fiber optics.

9. Implementation Programs

- Discuss the preparation of a Specific Plan for San Antonio Village to:
 - Update and incorporate the San Antonio Village Urban Design Guidelines.
 - Establish land uses which will support a mixed-use, community-oriented commercial center.
 - Develop a street and pedestrian network design program that emphasizes pedestrian comfort and safety.
 - Develop a consistent lighting program to

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reinforce the "village" character and create a safe, inviting evening environment.

- Develop guidelines for the integration and protection of adjacent neighborhoods.
- Protect historically significant buildings.
- Determine the highest and best use for City-owned properties.
- Consider the establishment of a new Landscape Plan for San Antonio Drive and Front Street, and San Antonio Village:
 - Continue San Antonio Drive thematic landscaping in accordance with a Street Tree Master Plan.
 - Consider removing parking stalls at corners and at other selected locations to allow sidewalk widening to accommodate trees and furniture, and to reduce the visual impact of the street.
- Discuss the establishment of a Parking District to encourage shared parking and driveways, parking screened by buildings, and preservation of convenient on-street parking.
- Consider the establishment of a San Antonio Village Merchants Association to coordinate promotional programs and address common issues such as parking, security, day care, public art, landscaping, etc.

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- Consider the preparation of a feasibility study on the seismic retrofitting of buildings.
- Consider establishing a marketing program to attract community commercial uses and provide incentives by streamlining the permitting process and cooperating in the re-use of existing sites.
- Discuss the establishment of a Capital Improvements Program to provide for the phasing and financing of capital and infrastructure improvements as necessitated by future growth. This Program could include implementation of development fees, a community facilities district (Mello-Roos District), a special assessment district, an infrastructure financing district, or property tax increment financing.
- Investigate the feasibility of fee programs to support child care and transportation.



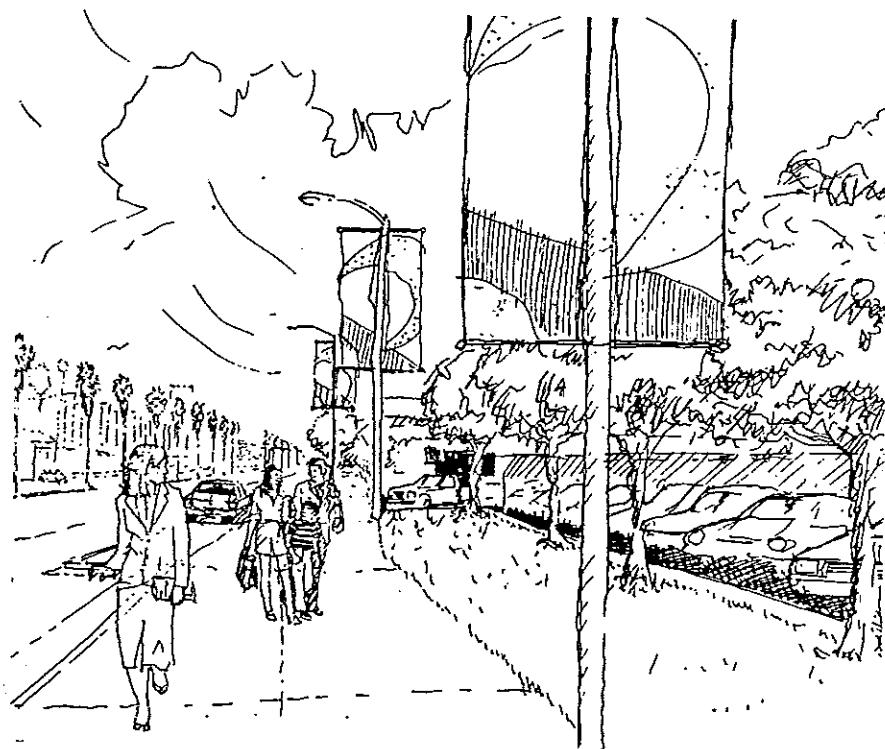
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The City of Norwalk General Plan
AREA PLANS - FIRESTONE BOULEVARD

C. Firestone Boulevard Area Plan



I. Vision of Firestone Boulevard

Extending diagonally through the heart of Norwalk, Firestone Boulevard will continue to be one of the City's most significant commercial corridors. Due to its excellent access from the I-605 and I-5 Freeways, large size parcels, and high traffic volume, Firestone Boulevard will attract highway oriented commercial uses, including major automobile dealerships, larger discount retailers, and large item retailers, such as furniture and appliance sales. The Boulevard will be recognized throughout the region as a uniquely pleasant and convenient commercial center providing

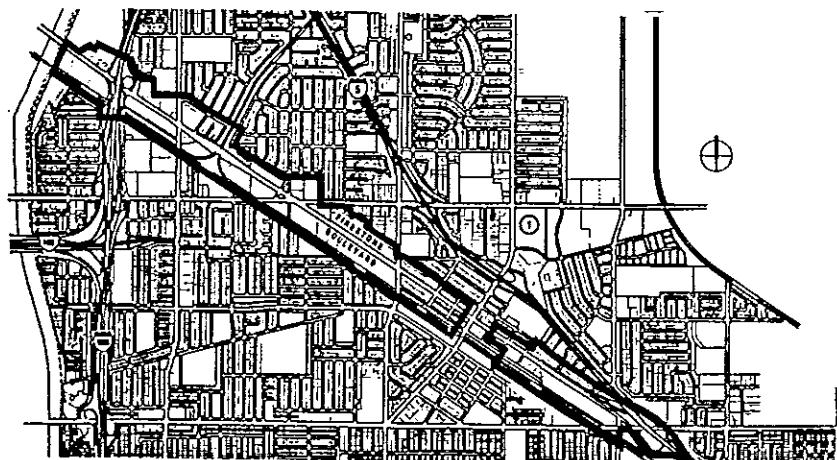
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The City of Norwalk General Plan
AREA PLANS - FIRESTONE BOULEVARD

a variety of goods and services.

2. Economic Development Concept

As one of Norwalk's principal commercial corridors, Firestone Boulevard will continue to be an important economic resource for the City. A mix of mutually beneficial highway oriented uses will be encouraged, which will enhance the economic vitality of Firestone Boulevard. The revenues and employment generated by businesses along Firestone Boulevard will be further enhanced by encouraging automobile related development. Clustering of dealerships has proven to be a successful way to market automobiles, providing buyers with a convenient way to comparison shop. Auto centers serve not only local needs, but also attract buyers from throughout the region.



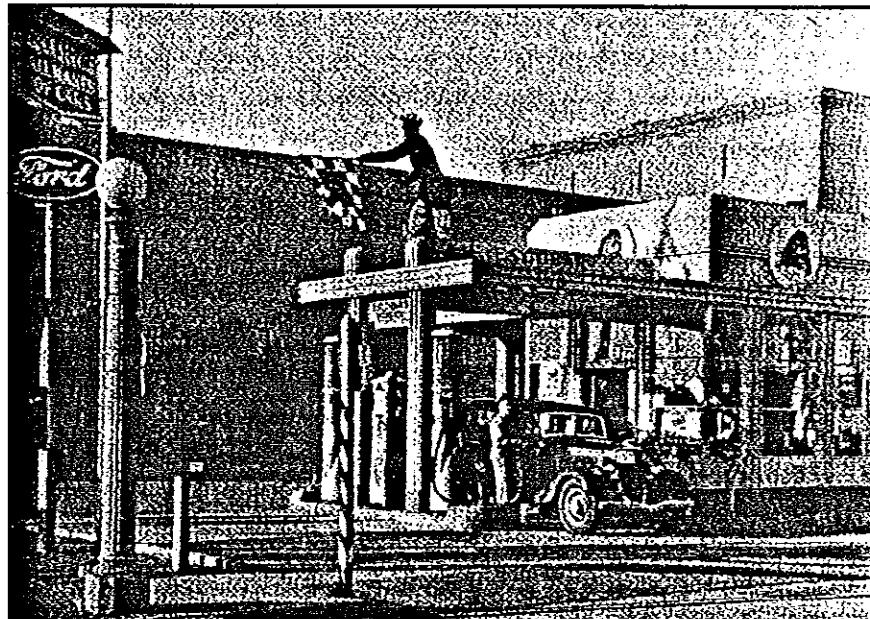
3. Land Uses

a. Commercial

Commercially designated properties are

The City of Norwalk General Plan
AREA PLANS - FIRESTONE BOULEVARD

intended to encourage a variety of highway oriented and community serving uses, including major automobile dealerships, larger discount retailers, and large item retailers, such as furniture and appliance sales .



Firestone Boulevard and San Antonio Drive, early 1900's

b. Single-Family and Multi-Family Residential

The residential designations are intended to allow for existing single-family and multi-family neighborhoods and encourage development of new housing units, where adequate buffering from vehicle noise, traffic, and commercial activity can be provided.

d. Light Industrial

The Light Industrial designation is intended to allow quality business and light industrial uses

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AREA PLANS - FIRESTONE BOULEVARD

compatible with highway oriented, commercial uses.

4. Urban Design Concept

Urban design concepts will be established which will help make Firestone Boulevard a regionally recognized center for automobile sales, large retail items and other highway oriented commercial uses.



Firestone Boulevard, running at an angle across the photograph, parallel to the railroad tracks, mid 1960's

An urban design program will address upgrading of existing strip malls, integration of new developments, and buffering of residential neighborhoods from adverse impacts of adjacent commercial activities and traffic. The following urban design concepts may be addressed in an urban design plan:

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- Recommended uses which will reinforce the "auto center" theme of Firestone Boulevard.
- Development of a logo and signage program to create a strong identity for the boulevard.
- Pedestrian circulation plan with well defined and carefully located crosswalks to assist shoppers and enhance the "auto center" concept.
- Building design guidelines to create an interesting and harmonious streetscape.
- Development of landscape standards to create a cohesive and distinctive commercial district and attractive pedestrian network.
- Vehicular circulation and parking guidelines to support businesses and protect adjacent residential neighborhoods.

5. Circulation

a. Public Transit

Bus service along Firestone Boulevard is provided by both Norwalk Transit and the County of Los Angeles Metropolitan Transportation Authority (MTA).

b. Vehicular Circulation

Firestone Boulevard is designated as a Major Highway and can accommodate a high volume of regional through traffic. This highway status

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AREA PLANS - FIRESTONE BOULEVARD

is appropriate, given the proposed role of Firestone Boulevard as a community and regional appealing commercial corridor. Firestone Boulevard is directly accessible from the I-605 and I-5 Freeways. Traffic impacts from existing and future development will be reduced.

c. Pedestrian Circulation

Pedestrian circulation will principally be provided along the Firestone Boulevard corridor. Special care will be taken in providing safe, well-defined crosswalks to facilitate shopping.

6. Utility Infrastructure

The City of Norwalk recognizes that the success of Firestone Boulevard corridor will depend on the ability to provide infrastructure to serve its planned growth. Therefore, construction of new infrastructure will be phased to meet the demands of future development.

a. Sewer System

Sewage generated in the City of Norwalk is collected in City lines that feed into Los Angeles County Sanitation District trunk lines. Some of these sewers originate outside the City and therefore are carrying flows from Norwalk as well as from other outside sources. Though the sewer main, between Pioneer Boulevard and Norwalk Boulevard, is deficient and in need of repair, sewer lines are generally

The City of Norwalk General Plan
AREA PLANS - FIRESTONE BOULEVARD

adequate in serving existing uses on Firestone Boulevard.

b. Water System

Norwalk's water is provided by the Southern California Water Company, Norwalk Municipal Water System and the Park Water Company. Water lines serving Firestone Boulevard are adequate for existing uses.

c. Storm Drainage

Storm drains in the City of Norwalk are primarily under the jurisdiction of the Los Angeles County Department of Public Works. However, some storm drains are under the City's jurisdiction. The storm drain system in Firestone Boulevard is adequately serving existing development.

d. Natural Gas

Natural gas is provided by the Gas Company, which anticipates that the City's growth can be served by existing mains in the area.

e. Electricity

Southern California Edison (SCE) provides electrical service to the City of Norwalk. Existing power tie-ins are adequate to meet the demand generated by existing land uses.

*f. Telecommunications Infrastructure:
Telephone/Fiber Optics and Cable Television*

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AREA PLANS - FIRESTONE BOULEVARD

Telephone service to the City is provided by General Telephone, and cable television is provided by Charter Cable Television. Existing telecommunication infrastructure is adequate to serve Firestone Boulevard. Functioning as a specialized commercial corridor, businesses along Firestone Boulevard will require the latest in telecommunication technology.

7. Objectives and Policies

The following objectives and policies have been established to guide the future development of Firestone Boulevard.

Objectives

- To develop Firestone Boulevard into a distinctive commercial corridor which has community and regional appeal.
- To create a strong identity for the Firestone Boulevard commercial district.
- To protect existing residential neighborhoods.
- To provide for infrastructure improvements needed to support the physical development of Firestone Boulevard.
- To upgrade the appearance of existing development.

Policies

Land Use

The City of Norwalk General Plan
AREA PLANS - FIRESTONE BOULEVARD

- Support and encourage future development of highway oriented commercial uses, such as automobile dealerships and related uses along Firestone Boulevard.
- Support and encourage the development of an aesthetically pleasing and distinctive commercial corridor.
- Support and encourage the renovation and enhancement of existing uses.

Circulation

- Provide adequate parking for commercial uses.
- Provide for safe and convenient pedestrian circulation.
- Mitigate traffic impacts resulting from specific developments.
- Minimize adverse circulation and parking impacts on adjacent residential neighborhoods.
- Continue support of public transportation along Firestone Boulevard.

Utilities

- Provide for infrastructure improvements in accordance with anticipated development.
- Continue existing programs to underground overhead utility lines.

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AREA PLANS - FIRESTONE BOULEVARD

- Where feasible, require new developments to install on-site utilities and connections to distribution systems underground.
- Design and maintain public facilities so that associated adverse impacts on adjacent land uses are mitigated.
- Encourage water and wastewater conservation practices to reduce the water drainage and sewage flows from existing and future developments.
- Encourage the continued development and expansion of telecommunications systems including cable television and, where feasible, fiber optics.

8. Implementation Programs

- Discuss the preparation of a Specific Plan for Firestone Boulevard, including:
 - Land use criteria to include mixed-use commercial developments.
 - Land use criteria for railroad property to enhance the highway commercial concept.
 - Develop improvements to distinguish major entries to the area such as signs, vertical pylons, flags, or special landscaping.
 - Development of a logo and theme

The City of Norwalk General Plan
AREA PLANS - FIRESTONE BOULEVARD

program for the identity of the area.

- Building design standards to include style, massing, roofs, facade elements, windows, materials, finishes and colors.
- Urban design standards to include site planning, parking, landscaping and pedestrian circulation.
- Develop special crosswalk treatments to promote safe pedestrian circulation.
- Parking and loading standards.
- Streetscape program to include street trees, lighting, and street furniture.
- Consider the establishment of a Firestone Boulevard Merchants Association to coordinate promotional programs and events.
- Discuss the establishment of a marketing program to encourage highway oriented commercial uses to concentrate in this area.
- Consider the establishment of mechanisms and fee structures which would enable the City to finance needed capital improvements resulting from new development. This program could include implementation of development fees, a community facilities district (Mello-Roos District), a special assessment district, an infrastructure financing district, or property tax increment financing.

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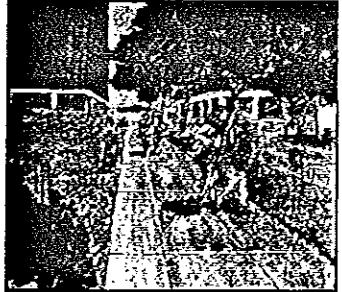
OPPORTUNITY AND SPECIAL SITE STUDIES

*The City of Norwalk
General Plan*

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The City of Norwalk General Plan
OPPORTUNITY AND SPECIAL SITE STUDIES

SECTION 4

Opportunity and Special Site Studies



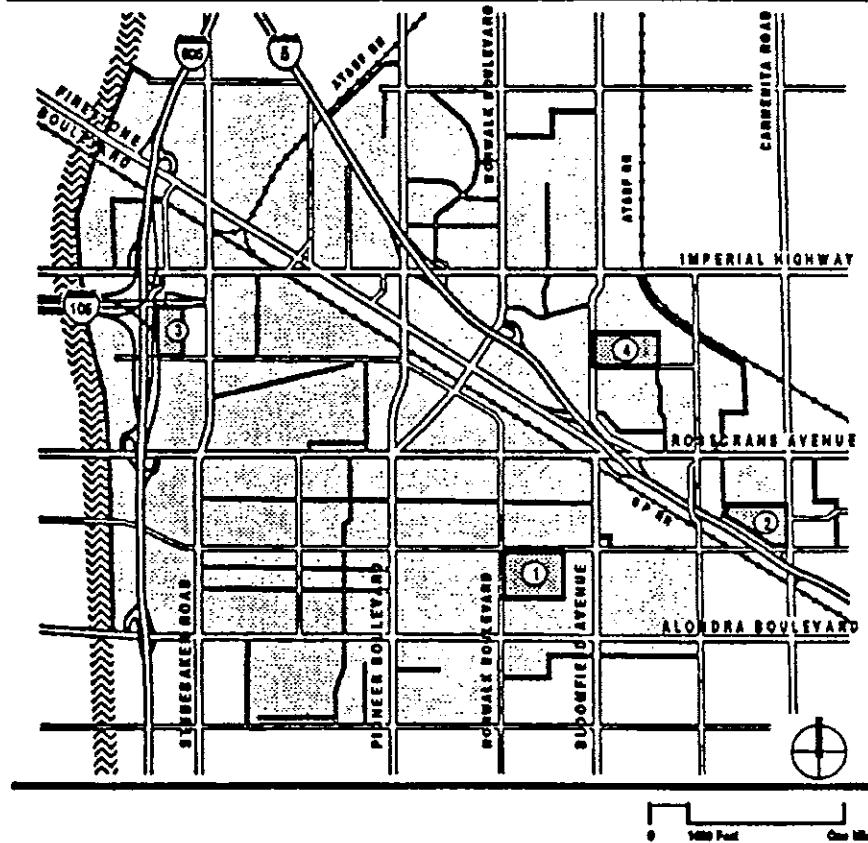
Due to the nature of their existing type of development and unique locations, certain sites within the City of Norwalk have been identified as requiring detailed studies with respect to future development opportunities. The sites, referred to as Opportunity and Special Site Studies are shown in the diagram below.

These sites offer unusual opportunities for the development of new uses which can potentially improve both the immediate neighborhoods and the City as a whole. This section of the General Plan discusses the issues and opportunities pertinent to each site, as well as objectives and policies which can guide future detailed evaluations.

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OPPORTUNITY AND SPECIAL SITE STUDIES

**Key Map of Special Study Areas
Diagram 4-1**

1. Air Force Fuel Depot
2. Orange County Nursery
3. I-105 / I-605 Node
4. California Youth Authority



The City of Norwalk General Plan
OPPORTUNITY AND SPECIAL SITE STUDIES
ORANGE COUNTY NURSERY

B. Orange County Nursery



1. Issues

The Orange County Nursery is a commercial nursery located on Carmenita Road at the I-5 Freeway. The Nursery is located in an area devoted mainly to heavy industrial uses. The $15\pm$ acre site has a school facility located to the north, the I-5 Freeway to the south, an industrial area to the east, and a residential area to the west. The site is also provided with freeway access and visibility.

2. Opportunities

The Orange County Nursery's freeway access and

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OPPORTUNITY AND SPECIAL SITE STUDIES
ORANGE COUNTY NURSERY

visibility should be capitalized on by a more sales intensive commercial user. The large site could be developed as a commercial/retail center. The center should provide appropriate buffers so as to reduce impacts on the adjacent school and nearby residences. Also, due to its significant exposure, the property acts as an important gateway to the City. Any new development on the property should incorporate quality design and architecture, to provide a positive image of the City of Norwalk.

Economic studies indicate there is a market demand in Norwalk for discount retail uses. This type of use is highly suited for the Nursery. The Nursery site could also be developed as an industrial/business park, which would be consistent with the adjacent industrial uses.

3. Objectives and Policies

The following objectives and policies have been established to guide future studies and actions:

Objective

- To maximize the economic potential of the Orange County Nursery site in order to enhance the City's economic base and provide for more employment opportunities and to ensure that new development provides a positive image of the City.

Policies

- Encourage the highest and best use of the site.

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OPPORTUNITY AND SPECIAL SITE STUDIES
ORANGE COUNTY NURSERY

- Protect adjacent school and nearby residential uses from adverse impacts related to redevelopment of the site.
- Provide for adequate circulation.
- Provide for infrastructure improvements necessary to meet the requirements of a specific development.
- New development will incorporate quality design and architecture to create a positive image of the City of Norwalk.

4. Implementation Programs

- Discuss the preparation of a market study to identify specific development options.
- Consider the preparation of an urban design plan based on the market study which addresses the following:
 - Alternative land uses.
 - Building scale and massing.
 - Buffers for adjacent school and residential areas.
 - Vehicular and pedestrian access and parking.
- Consider the site for a Specific Plan area or a Planned Unit Development. Boundaries might

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OPPORTUNITY AND SPECIAL SITE STUDIES
ORANGE COUNTY NURSERY

include the adjacent school and other adjoining areas to take advantage of any special opportunities to link or enhance these neighboring uses.

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OPPORTUNITY AND SPECIAL SITE STUDIES
I-105/I-605 NODE

C. I-105/I-605 Node

1. Issues

The intersection of the Glenn Anderson Freeway (I-105), the San Gabriel Freeway (I-605), and the Green Line station creates a significant transportation node in the City of Norwalk. The 20± acre property is developed for commuter parking. The site is surrounded by single-family residences and future development must take into consideration the needs of the existing neighborhoods.

2. Opportunities

The I-105/I-605 Node is used for a large "Park-N-Ride" facility. Although sound walls have been constructed to buffer impacts to the residences, the parking facility and traffic may adversely impact existing neighborhoods. If redeveloped, its unique location is ideally suited for a mixed-use development which can benefit from both convenient public transportation and freeway access.

As modes of transportation shift and new market demands emerge, developments will benefit from proximity to public transportation centers. These centers create ideal opportunities for mixed-use developments composed of transit oriented uses, support retail and, perhaps, residential. Development of this property has the potential of revitalizing adjacent areas. Existing residences can be linked with a mixed-use center to create a distinctive urban village. This center can also provide parking and other

The City of Norwalk General Plan
OPPORTUNITY AND SPECIAL SITE STUDIES
I-105/I-605 NODE

amenities for commuters using the Green Line station.

3. Objectives and Policies

The following objectives and policies have been established to guide future studies and actions:

Objectives

- To maximize the economic potential of the I-105/ I-605 site in order to enhance the City's economic base.
- To promote use of the nearby Green Line light rail station.

Policies

- Encourage developments which maximize access to the Metro Green Line stop.
- Protect adjacent residential areas from adverse impacts related to development.

5. Implementation Programs

- Upon availability of the site for reuse, discuss with State officials and the Metropolitan Transportation Authority how the City, MTA, and the State may work together to provide for additional or alternative uses on the site.
- Consider the formation of an advisory committee composed of City staff and interested parties to assist in the development

The City of Norwalk General Plan
OPPORTUNITY AND SPECIAL SITE STUDIES
I-105/I-605 NODE

of alternative land uses.

- Consider changing the zoning to Specific Plan Area if future development is proposed.
- Discuss the preparation of a planning and urban design study to examine alternative site developments. The study may address the following:
 - Mix of uses, including support services for air travelers
 - Density
 - Parking
 - Vehicular and pedestrian circulation
 - Flexibility to meet changing market needs
 - Phasing
 - Relationships to residential areas
 - Relationship to the Green Line Station

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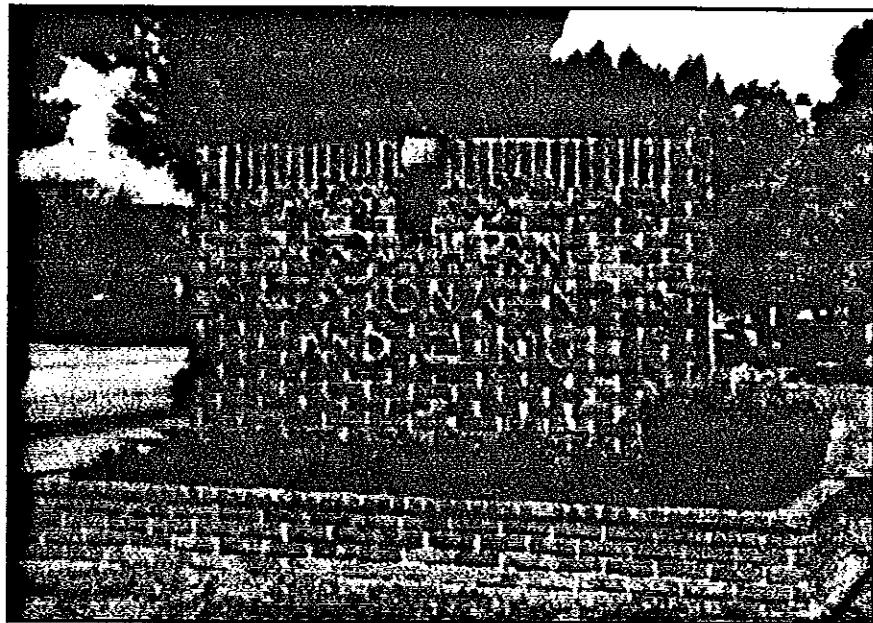
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The City of Norwalk General Plan
OPPORTUNITY AND SPECIAL SITE STUDIES
CALIFORNIA YOUTH AUTHORITY

D. Southern Reception Center and Clinic, California Youth Authority



1. Issues

The Southern Reception Center and Clinic, State of California Department of Youth Authority ("California Youth Authority Center") is a reformatory for adolescents located on Bloomfield Avenue, south of the proposed City Center's Transportation Center. The $30\pm$ acre site is surrounded on three sides by single-family and multi-family residential neighborhoods. This type of facility is inappropriate for a residential area and should be replaced by a use which is compatible with the residential character of the surrounding area.

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OPPORTUNITY AND SPECIAL SITE STUDIES
CALIFORNIA YOUTH AUTHORITY

2. Opportunities

The California Youth Authority Center, which is situated on a large, east of Zimmerman Park, is suited for a master planned residential development. The California Youth Authority Center site has access from Bloomfield Avenue, a major arterial, and is convenient to both City Center and the Transportation Center.

The California Youth Authority Center site could be developed as a residential community incorporating a variety of housing types. New housing units would greatly benefit from the convenience of nearby employment, shopping and public transit at City Center. A new residential community would enhance the existing residential neighborhoods and provide a wider range of housing options. Any new residential development should provide for common open space and recreational facilities.

3. Objectives and Policies

The following objectives and policies have been established to guide future studies and actions:

Objectives

- To eliminate incompatible uses.
- To expand the City's housing base.
- To preserve the residential character of the area.

Policies

The City of Norwalk General Plan
OPPORTUNITY AND SPECIAL SITE STUDIES
CALIFORNIA YOUTH AUTHORITY

- Encourage relocation of the California Youth Authority Center.
- Encourage redevelopment of the site into a master planned residential community.
- Provide for adequate circulation, including bicycle paths, where possible.
- Provide for infrastructure improvements necessary to meet the requirements of a specific development.
- Provide for adequate common open space and recreational facilities with new residential development.

4. Implementation Programs

- Upon availability of the site, begin discussions with State officials regarding the California Youth Authority Center property and how both the City and the State may work together toward reuse of the site.
- Consider the formation of an advisory committee composed of City staff and interested parties to assist in the development of alternative land uses.
- Discuss the preparation of a planning and urban design study to examine alternative site developments. The study may address the following:

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The City of Norwalk General Plan
OPPORTUNITY AND SPECIAL SITE STUDIES
CALIFORNIA YOUTH AUTHORITY

- Density
 - Vehicular and alternative transportation means
 - Usable open space and play areas
 - Flexibility to meet changing market needs
 - Phasing
 - Relationships to existing park and residential areas.
- Consider the site for a Specific Plan area or Planned Unit Development whose boundaries might include the adjacent hospital, park and certain residential areas to take advantage of any special opportunities to link or enhance these neighboring uses.



CITYWIDE ELEMENTS

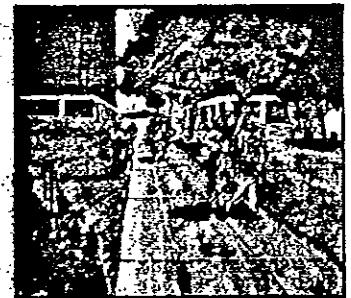
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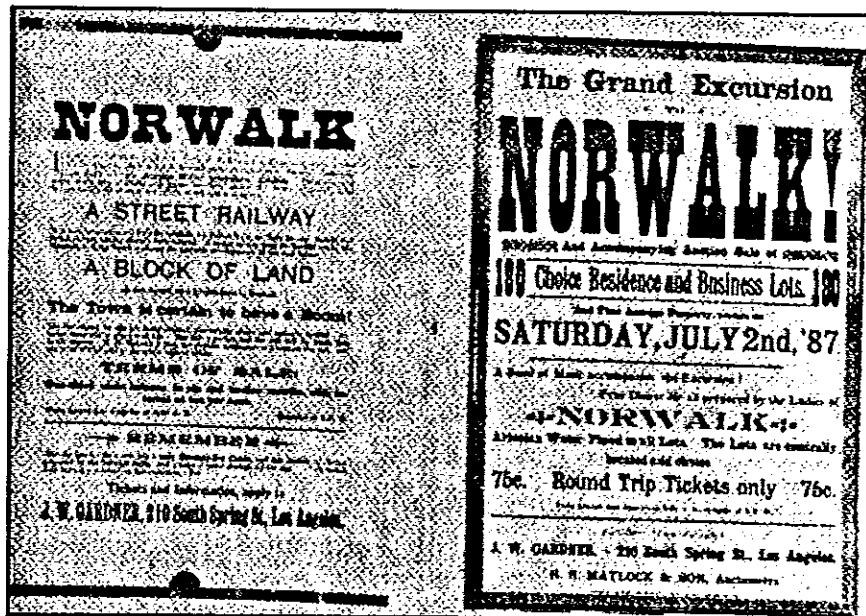
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The City of Norwalk General Plan
CITYWIDE ELEMENTS

SECTION 5

Citywide Elements



While Area Plans and Special Site Studies focus on specific portions of the City, the Citywide Elements address issues that affect the entire community. Each of the elements provides information, analyses, and goals, objectives and implementation measures related to a particular issue.

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The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

A. Land Use



1. Goals and Opportunities

The Land Use Plan is a critical component of the General Plan. It sets forth the long range objectives of the City of Norwalk with respect to the distribution and mix of land uses consistent with community goals. The City itself is the emerging physical consequence of land use policies.

The Land Use Plan consists of both a Land Use Map for the City, located in Section 6 of the General Plan, and descriptive text. The text identifies the categories of land use, describes land use functions and the policies for guiding the development that each category allows. The Land Use Map indicates the physical distribution of the land use categories throughout the City. The following goals have been established to guide future land use decisions:

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

- To create a well balanced community by careful land use and urban design policies which provide for the housing, employment, social, economic, recreational, cultural, health, safety, educational, and service needs of its residents and which maintain and enhance a high quality of life.
- To achieve a physical environment which respects and nurtures the unique characteristics which distinguish Norwalk as a special place to live, work, and grow, as well as to invest resources and conduct business.
- To develop a range of well integrated housing types which will serve the various needs of all the residents of the City.
- To recognize and respect the neighborhood as an essential building block of the City.
- To identify community needs and incorporate needed community facilities into the fabric of the City.

2. Planning Context

The form and structure of the City of Norwalk is derived from a variety of physical, political, social and economic factors. The City is, essentially, developed and composed predominantly of single family neighborhoods, with commercial uses situated along the principal roadways. Existing land use patterns are strongly influenced by the transportation network. Freeways and principal boulevards organize the City into physically distinct areas.

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

Significant geographic areas of the City are discussed in detail in Section 3 (Area Plans) and Section 4 (Special Study Areas). The land use portions of these sections are incorporated into the overall Land Use Plan for the City. Opportunities to enhance and improve the existing situations will be influenced by a range of planning parameters.

a. Accessibility and Linkages

The City of Norwalk is accessible from a network of freeways which link it to the rest of the Southern California Region. The Santa Ana Freeway (I-5), San Gabriel Freeway (I-605), Artesia Freeway (SR 91), and the Glenn Anderson Freeway (I-105) all pass through Norwalk, or are located within close proximity.

The City is also linked to a network of passenger and freight rail systems, including the Metropolitan Transit Authority (MTA) Metro Green Line light rail, and the commuter rail line with a stop in Norwalk connecting San Diego County communities with a number of communities in Orange, Los Angeles, San Bernardino, and Riverside Counties. This network of transportation systems will create the opportunity for Norwalk to play a significant role in the Southern California Region.

b. Circulation Network

The streets of the City are principally laid out in a grid system, which is designed to disperse

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

traffic uniformly. By creating a predictable sequence of intersections, motorists are provided with a method of detecting their location within a city. In a grid system, there is also an even distribution of street frontage, maximizing the number of usable parcels. There are several major transportation elements which break the grid, however, and create dominant patterns in the City. These are strong linear features which function as edges or dividing elements in the City and which pose creative opportunities.

- The I-605 Freeway and San Gabriel River Flood Control Channel run parallel to each other in a north-south direction about a quarter of a mile apart, and form the distinct western edge of the City. The I-605 intersects Firestone Boulevard, Imperial Boulevard, Rosecrans Avenue, and Alondra Boulevard. An isolated residential district lies between these two strong elements.
- The I-105 Freeway provides direct freeway and rail access to the Los Angeles International Airport and terminates at the I-605 Freeway. The I-105 divides the residential area described above into two areas, further isolating them.
- The I-5 Freeway cuts diagonally nearly through the center of the City. There are major intersections at Pioneer

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

Boulevard/Imperial Highway,
San Antonio Drive, Bloomfield/
Rosecrans Avenues and Carmenita Road.

- Firestone Boulevard and the Southern Pacific Railroad run parallel to each other and cut diagonally through the center of the City. This pair of transportation elements create an important urban corridor along which many of the heavy and more intense land uses in the City have located.
- A segment of the Atchison Topeka & Santa Fe (AT&SF) Railroad defines a portion of the eastern boundary of the City.

3. Land Uses

The following table shows the distribution of land use designations within the City, based on the Land Use Map in Section 6.

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

| LAND USE DESIGNATION BY ACREAGE | | |
|---|--------------|----------------|
| Land Use Designation | Acres | Percent |
| Low Density Residential | 3,117 | 45.50% |
| Medium Density Residential | 12 | 0.18% |
| High Density Residential | 272 | 3.97% |
| <i>Residential Subtotal</i> | <i>3,401</i> | <i>49.64%</i> |
| | | |
| Neighborhood Commercial | 66 | 0.96% |
| Professional Office | 88 | 1.28% |
| General Commercial | 242 | 3.53% |
| <i>Commercial Subtotal</i> | <i>396</i> | <i>5.78%</i> |
| | | |
| Light Industrial | 171 | 2.50% |
| Heavy Industrial | 141 | 2.06% |
| <i>Industrial Subtotal</i> | <i>312</i> | <i>4.55%</i> |
| | | |
| Specific Plan Area/ Planned Unit Development | 82 | 1.20% |
| Open Space/Public Schools/Public Facilities ¹ | 700 | 10.22% |
| Institutional | 53 | 0.77% |
| Undesignated | 1,907 | 27.84% |
| | | |
| TOTAL | 6,851 | 100.00% |

¹The Open Space/Public Schools/Public Facilities designation is comprised of approximately 129 acres of City-owned parkland, 400 acres of public school properties, and other open space, including the San Gabriel River.

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

a. Residential Uses

The Land Use Plan designates three residential density classifications. While the principle use of these areas is for dwellings, the residential land use categories also allow limited non-residential land uses, such as schools and churches, which support residential activities and are compatible with residential development.

All maximum allowable residential densities are based on net land area. When reviewing maximum permitted densities, it should be noted that State law requires that the City provide a density bonus of up to 25 percent over the allowable density, or other incentives of equivalent financial value when a developer of housing agrees to construct at least 25 percent of the total units of a housing development for persons and families of low or moderate income (Government Code Section 65915(a)).

Low Density Residential - The Low Density Residential classification of land use is intended to provide for neighborhoods of detached single family dwelling units. The permitted density in this classification is not to exceed 8.7 dwelling units per net residential acre, or one (1) unit per 5,000 square feet of land area.

Pursuant to State law, second dwelling units (generally known as "Granny Flat" units) are permitted as a conditional use on single family

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

(R-1) lots. The second units are intended to be subordinate to the primary dwelling. The floor area of the second unit is limited. The second dwelling use is consistent with the Low Density category and is not included in density computations in accordance with State law. Compatible zoning designations within this district are:

- Single-Family Residential (R-1)
- Residential Horse (R-H)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

Medium Density Residential - The Medium Density Residential category is intended to provide land for multiple family developments, such as detached dwelling units or attached townhome style dwellings. The Medium Density Residential land use category will generally serve as a transition and buffer between low density residential uses, and higher intensity uses. Medium density residential development shall not exceed 16 dwelling units per net residential acre. Compatible zoning designations within this district are:

- Medium Density Multiple-Family Residential (R-2)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

High Density Residential - The High Density Residential classification of land use is intended to provide for higher intensity residential development, such as apartment and condominium buildings, with adequate on-site open space. The overall density in this category shall not exceed 22 dwelling units per net residential acre. Compatible zoning designations within this district are:

- High Density Multiple-Family Residential (R-3)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

b. Commercial Land Uses

There are three commercial land use categories. Each of the categories designates a dominant type of commercial use. However, related or compatible uses, or public uses may be permitted. Use intensity shall be regulated by required parking standards and building setbacks.

Neighborhood Commercial - The Neighborhood Commercial land use designation is intended to allow commercial, retail and service uses to serve the essential daily needs of limited, residential areas. Supermarkets, drug stores, household goods, and personal services are examples of uses which would be consistent with this land use

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

category. Compatible zoning designations within this district are:

- Neighborhood Commercial (C-1)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

Professional Office - The Professional Office designation is intended to provide for clustering of professional, financial and administrative office facilities. Compatible or complimentary retail uses, such as office supplies, photocopying and delivery services, dry cleaning, and other office commodities and support services, are also allowed in areas with this designation. Compatible zoning designations within this district are:

- Professional Office (PO)
- Commercial and Office (C&O)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

General Commercial - The General Commercial land use designation is intended to provide for the wide range of commercial goods and services. Compatible zoning designations within this district are:

- General Commercial (C-3)
- Commercial-Manufacturing (C-M)
- Specific Plan Area (SPA)

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

c. Industrial Land Uses

There are two industrial land use categories adopted by this Plan which provide land for a wide variety of industrial activities. While the primary use in each of these categories is for manufacturing or industrial activities, related or complimentary commercial, office or public facility uses are allowed. Use intensity shall be regulated by required parking standards and building setbacks.

Light Industrial - The Light Industrial designation is intended to allow for light industrial, industrial/office, research and development, administrative office development, commercial uses which involve outside storage or limited manufacturing, and other support uses. Compatible zoning designations within this district are:

- Commercial Manufacturing (C-M)
- Light Industrial (M-1)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

Heavy Industrial - The intent of the Heavy Industrial land use classification is to provide for larger scale manufacturing, assembly and fabrication operations. This land use is limited

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

to areas which have convenient access to freeways, major arterial streets, or rail lines. Related or complimentary industrial or commercial uses are also allowed within this designation. Compatible zoning designations within this district are:

- Heavy Industrial (M-2)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

d. Specific Plan Areas and Planned Unit Developments

Specific Plan Area No. 1 - This designation is intended to provide for multiple family residential development and general commercial uses. The maximum residential density shall be determined during review of plans submitted, giving consideration to adequate parking, open space, setbacks, building height, and other design features, and consistency with all sections of the General Plan. Commercial use intensity shall be regulated by required parking standards and building setbacks.

Specific Plan Area No. 2 - This designation is intended to provide for multiple-family residential uses. The maximum density allowed shall not exceed 16 dwelling units per gross acre.

Specific Plan Area No. 3 - This designation is

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

intended to provide for multiple-family residential uses and commercial uses, compatible with residential development. Residential development shall not exceed 16 dwelling units per net acre. Commercial use intensity shall be regulated by required parking standards and building setbacks.

Specific Plan Area Nos. 4, 5, 6, 7, 9, 10, 11, 12, 14 -These designations are intended to provide for high density residential uses, where the maximum density shall be determined by plans submitted, giving consideration to adequate parking, open space, setbacks, building height, and other design features, and consistency with all sections of the General Plan.

Specific Plan Area No. 8 - This designation is intended to provide for general commercial and professional office uses. Intensity of uses shall be regulated by required parking standards and building setbacks.

Specific Plan Area No. 13- This designation is intended to provide for general commercial, professional office, and/or hotel uses. Commercial and office use intensity shall be regulated by required parking standards and building setbacks.

Planned Unit Development No. 1 - This designation is intended for high density residential senior citizen housing with an allowable density not to exceed 70 dwelling units per net acre.

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CITYWIDE ELEMENTS - LAND USE

Planned Unit Development No. 2. This designation is intended for high density residential senior citizen housing developments with ancillary commercial uses. Commercial uses must be subordinate to, and complementary to the main residential use. The maximum residential density shall be 26.25 units per net acre.

d. Other Uses

Open Space/Schools/Public Facilities - This designation is intended to provide for areas principally used for recreation, civic, education or cultural purposes, or quasi-public uses. Use intensity shall be regulated by required parking standards and building setbacks. Compatible zoning designations within this district are:

- Open Space (O-S)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

Institutional - This designation is intended to provide for land uses which provide public services, including City Hall, the County Superior Courthouse, and other government buildings. Use intensity shall be regulated by required parking standards and building setbacks. Compatible zoning designations within this district are:

- Institutional

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

4. Objectives and Policies

Objectives

a. City Wide

- To provide for a development pattern which can maximize Norwalk's changing role as a subregional center and which includes employment opportunities, provision of goods and services, housing alternatives, and open space.
- To coordinate land use with newly developed as well as future planned transportation facilities and infrastructure.
- To develop an integrated transportation system, utilizing existing and future public and private transportation modes to meet the City's and regional transportation needs in a more efficient manner.
- 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.

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

- To provide for upgraded infrastructure and services to support the City's physical and economic growth and development.
- To provide for adequate child care facilities to meet the needs of today's working community.
- To concentrate commercial density in the City Center area and establish it as an urban and sub-regional core.
- To establish a positive image for Norwalk as a growing city and take steps towards maintaining this positive image.

Policies

- Designate specific areas in the City for urban and sub-regional growth.
- Encourage developments to be well located and functionally integrated with adjacent transit facilities.
- Encourage the consolidation of abutting commercial parcels into unified commercial development projects or as separate projects that work and function together as a unit.
- Encourage the redevelopment of existing strip commercial areas which currently lack adequate parking and buffering into self-sufficient integrated commercial

The City of Norwalk General Plan
CITYWIDE ELEMENTS - LAND USE

areas.

- Establish financing mechanisms for funding needed infrastructure resulting from new development in the City.
- Encourage the development of child care facilities within the City.
- Encourage the maintenance and enhancement of areas important to the creation of a positive image for Norwalk.

b. Residential Land Uses

Objectives

- To continue to provide for a diversity in housing types for all economic segments of the community.
- To provide for a balanced distribution of multi-family housing throughout the City.
- To provide for the responsible integration of multi-family housing with existing residential neighborhoods to the benefit of each segment of the neighborhood.
- Preservation and improvement of existing housing stock.

Policies

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- Encourage development of a wide range of housing types to serve all economic segments of the community by incentives.
- Encourage the maintenance and repair of residential neighborhoods by promoting private and community efforts.
- Encourage balanced distribution of multi-family developments.

c. *Commercial Land Uses*

Objectives

- To provide for sub-regional serving commercial uses.
- To provide adequate local-serving commercial uses.

Policies

- Encourage development of offices, hotels, restaurants and entertainment in areas designated as sub-regional centers by establishing a positive environment for these uses.
- Encourage development of department stores and related retail uses in areas designated as sub-regional centers by promoting standards that are conducive to these uses.

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- Encourage site and building designs which are compatible with the scale and character of adjoining land uses by establishing particular development standards for various districts in the City.

d. Industrial Land Uses

Objectives

- To protect and enhance the economic viability of industrial property within the City.
- To maintain a high caliber of industrial development by providing for the improvement of existing industrial properties.
- To prevent industrial land uses from generating adverse impacts on adjacent land uses.

Policies

- Encourage the development of quality industrial/ business parks.
- Encourage the provision of adequate buffers between industrial and residential uses to mitigate impacts from noise, light, view, traffic and parking by the development of standards that require mitigation between land uses.

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e. Public Land Uses

Objective

- To maximize and enhance the recreational potential of existing parks, schools, and public facilities.

Policies

- Provide for the continued use of school property and facilities for recreational use by the provision of appropriate supports and incentives.
- Encourage the provision of private open space in future commercial/office and residential developments by the development of appropriate standards of development and incentives to provide the intended amenities.
- Examine the potential and feasibility of providing for recreational facilities along the San Gabriel River.

5. Implementation Programs

a. Citywide Land Uses

- Monitor the conditions of buildings in the City and enforce pertinent building and zoning codes where necessary.
- Establish regulations and standards which encourage uniform landscaping

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requirements along right-of-ways.

- Consider the use of redevelopment techniques authorized by California Redevelopment Law and other methods for the improvement of areas characterized by physical, economic, and/or social blight.
- Provide programs and incentives which educate residential and commercial property owners and tenants regarding methods for the maintenance and upkeep of their property.
- Create a Citywide Identity Program which reinforces an image as established by community consensus.
- Help organize associations which can provide assistance to senior citizens and low-income households.
- Implement programs listed in Section 3, Area Plans; and Section 4, Opportunity and Special Site Study Areas.
- Change zones to be consistent with the Land Use Map.
- Modify City Codes and Ordinances which do not support and are not consistent with the General Plan.
- Incorporate General Plan provisions in all Development Agreements,

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Subdivision Conditions, Conditional Use Provisions, and Site Plan review requirements.

- Consider the development of a Child Care Program to study:
 - The child care needs of residents and people working in the City of Norwalk.
 - Appropriate locations for child care facilities.
 - The appropriateness of zoning for child care.
 - Means of financing child care facilities and services.
 - Public-private partnerships in child care.
 - Child care as related to transit centers and stops.
 - Child care facility design standards.

b. Residential Land Uses

- Permit density bonus incentives for low income housing as required by State law.
- Help organize neighborhood associations to address common issues.

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- Consider methods of improving property maintenance, including establishment of regulations for landlord accountability.
- Establish standards for tree planting in residential neighborhoods.
- Establish a parking management plan for neighborhoods which are adversely impacted by adjacent commercial uses.

c. Commercial Land Uses

- Establish buffering requirements for commercial developments adjacent to residential areas to the benefit of both parties.
- Modify parking ordinances as necessary to promote shared parking and improved landscape standards.

d. Industrial Land Uses

- Require industrial developments to incorporate adequate buffers for any abutting residential uses which adequately protect residential areas from adverse impacts due to noise, light, visibility of and from industrial activity, vehicular traffic and parking, and risks to property.

e. Other Land Uses

- Discuss preparation of feasibility studies

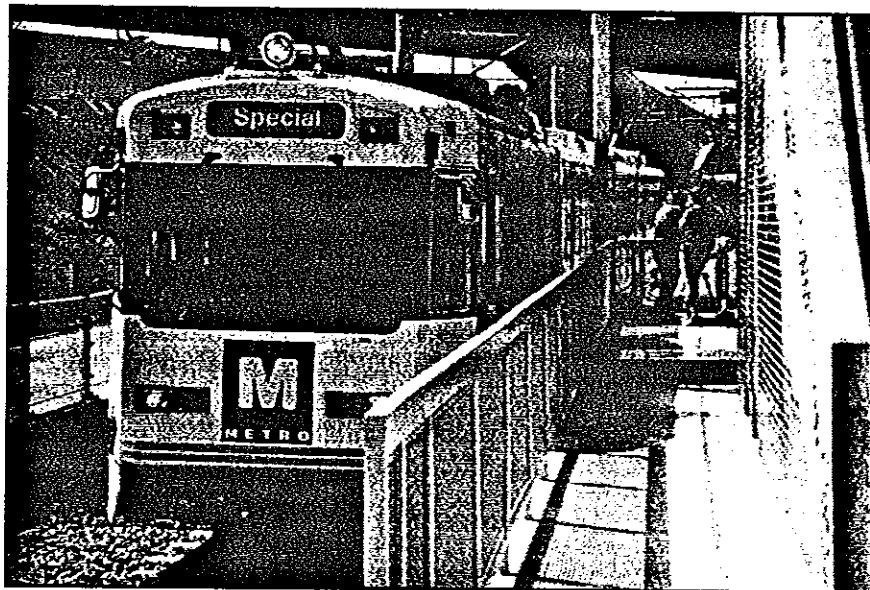
The City of Norwalk General Plan
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to expand and enhance the use of existing facilities City owned and those owned by the school district.

- Cooperate with the school district in the provision of recreational opportunities on school grounds.
- Discuss preparation of feasibility studies to examine the potential for providing recreational opportunities along the San Gabriel River.

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B. Circulation



1. Goals and Opportunities

The Circulation Element is one of seven State mandated elements of the General Plan and is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. A well-planned circulation system is important and the State of California has mandated the adoption of a citywide Circulation Element since 1955. The anticipated level and pattern of development by the year 2010, as identified in the Land Use Element, and increased development in the surrounding areas will increase capacity demands on the City's roadways. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies which serve as the basis for the Circulation Element.

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The purpose of the Circulation Element is to provide a safe, sensible and efficient circulation system for the City. The current State mandate for a Circulation Element states that the General Plan shall include:

"... a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

To meet these objectives, the Circulation Element addresses the circulation improvements needed to relieve traffic congestion due to future land uses. It also addresses potential demand management strategies and mass transit services. Corresponding goals and policies have been adopted to ensure that all components of the circulation system will meet the goals of the City. The following circulation goals are established:

- An adequate transportation/circulation system that supports regional and local land uses at adopted level of service (LOS) standards and complies with requirements of the County Transportation Management Program (CMP).
- A network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries and which accommodates the regional travel demands of developing areas outside the city.
- A circulation system that maximizes efficiency

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through the use of transportation system management and demand management strategies.

- An efficient public transportation system that provides mobility to all City residents, employees and visitors.
- An efficient bicycle and pedestrian circulation system that encourages these alternative forms of transportation.
- Ensure that development of Class II bikelanes provides for the safe and efficient travel of both bicycles and vehicular traffic.
- Well-designed and convenient parking facilities.
- A truck circulation system that provides effective transport of commodities while minimizing the negative impacts throughout the City.

2. Related Plans and Programs

Several transportation plans have been prepared focusing on the development of a regional transportation system to handle the anticipated traffic loads expected from future development. Plans and programs related to the Circulation Element include the following:

- County of Los Angeles Master Plan of Arterial Highways
- County of Los Angeles, Congestion Management Plan

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- Los Angeles/San Diego Corridor Commuter Rail Plan

3. State Law and General Plan Guidelines

This section summarizes the State Law and guidelines established to aid in the preparation of a city's General Plan. It also discusses the Circulation Elements relationship to other elements in the General Plan.

California State Law requires that each city and county adopt a comprehensive, long-term General Plan for its own physical development. In essence, a General Plan serves as the blueprint for future growth and development. As such, the plan must contain policies and programs designed to provide decision makers with a solid basis for land use related decisions.

The General Plan must address many issues which are directly related to and influence land use decisions. In addition to land use and other topics, the plan is required to address the circulation impacts of land use decisions to the extent that they apply to a particular jurisdiction.

The "General Plan Guidelines" (Section 65302 of the Government Code), published by the State of California, Office of Planning and Research, suggests that the policies and plan proposals of the Circulation Element should:

- Coordinate the transportation and circulation system with planned land uses;
- Promote the efficient transport of goods and the safe and effective movement of all segments of the population;

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- Make efficient use of existing transportation facilities; and
- Protect environmental quality and promote the wise and equitable use of economic and natural resources.

The purpose of the Circulation Element is to comply with the directive of the State Law and guidelines in order to achieve the objectives of promoting the efficient transport of goods and the safe, efficient movement of traffic within the city.

4. Relationship to Other General Plan Elements

A major goal in the preparation of the General Plan for Norwalk is to achieve internal consistency throughout the various General Plan elements. For instance, the Circulation Element portrays the roadway system needed to serve traffic generated by uses permitted in the Land Use Element, as well as increased development in the surrounding areas. The Circulation Element is associated with the Noise Element since traffic forecasts are used in conjunction with other data to determine noise contours for the General Plan uses.

5. Scope and Content of the Element

This Element is comprised of several sections which address the major components of the circulation system. Each section contains summary information on the existing and future conditions of the system, relevant plans and programs which influence circulation in Norwalk and the goal and policy statements corresponding to each component.

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6. The Circulation Plan

This section of the Circulation Element describes the location and extent of circulation facilities and services, and identifies standards that apply to each.

a. *Components of the Circulation System*

Several components comprise the circulation system serving the City of Norwalk. A regional network provides for travel demand through the City, to and from destinations outside the City, and the local network provides for travel demand within the City, for residents, employees and visitors. Both are described in the following sections.

I. Regional Network

Major Generators - The City of Norwalk is located in southeast Los Angeles County and is primarily surrounded by residential/industrial communities. Regional circulation is a major issue as commuter traffic between these communities and major employment centers to the north, west and south contribute to the regional travel demand in Norwalk.

Freeways - The Santa Ana Freeway (I-5) is the major north-south route for regional interstate travel between San Diego and Los Angeles, and is located in the central portion of the City. Interchange facilities are provided at

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Imperial Highway, Pioneer Boulevard, San Antonio Drive/Norwalk Boulevard, and Firestone Boulevard.

The cities of Norwalk, Buena Park, Commerce, Downey, La Mirada and Santa Fe Springs established the Interstate-5 Consortium Cities, a Joint Powers Authority (JPA) with the goal of collectively acting to increase the safety and efficiency of the Federal Interstate Route 5 Freeway while protecting the best interests of the member communities. Proposed freeway widening from 6 lanes to 8-10 lanes will improve freeway capacity and safety but could also result in significant hardships to residents and displacement of commercial and industrial districts.

The San Gabriel Freeway (I-605) traverses the city in a north-south direction in the western area of the city. Interchange facilities are provided at Firestone Boulevard, Imperial Highway, Rosecrans Avenue, and Alondra Boulevard. The I-105 Freeway intersects the I-605 Freeway from the west and provides for interchange facilities between the two freeways along with the Metro Green line and a Transportation Center with a Park-and-Ride lot within the freeway complex.

2. Local Network

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The local network, which is comprised of arterial roads, and local and collector streets, is described in the following section.

b. Roadway Facility Designations

The future roadway system in Norwalk has been defined using a classification system which describes a hierarchy of facility types. The categories of roadways included in this classification system differentiate the size, function and capacity of the roadway links for each type of roadway.

There are several basic categories in the hierarchy, ranging from "Freeway," with the highest capacity, through "Major" and "secondary" arterials, to "Collector" streets, with the lowest capacity. Major, primary and secondary arterials are expected to include bike lanes which conform to City standards. Different optional facilities are also expected (on-street parking, sidewalks, extra parkway or median landscape treatment, etc.)

The four categories of roadways, including the "Freeway" category, and their typical cross section widths, are described in greater detail in the following paragraphs:

Freeway - A six to ten lane divided roadway with full access control and a typical right-of-way in excess of 150 feet, designed and maintained by the State Department of Transportation (Caltrans).

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Major - A five or six lane divided roadway, with a typical right-of-way width of 100 feet and a curb-to-curb width of approximately 80 feet.

Secondary - A four lane divided or undivided roadway, with a typical right-of-way width of 80 feet and a curb-to-curb width of 64 feet.

Collector - A two-lane undivided roadway, with a typical right-of-way width of 54 - 60 feet and a curb-to-curb pavement width of approximately 40 feet. Its function is to distribute traffic between local streets, major and secondary arterials. Although some collectors serve as through routes, their primary function is to provide access to surrounding land uses.

As a roadway facility is downgraded, the non curb-to-curb width increases to allow for landscaping and other amenities.

c. Performance Criteria

Evaluating the ability of the circulation system to serve the desired future land uses requires the establishment of suitable "performance criteria". These are the means by which future traffic volumes are compared to future circulation system capacity and the adequacy of that circulation system assessed.

Performance criteria have a policy component which establishes a desired level of service (LOS) and a technical component which

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specifies how traffic forecast data can be used to measure the achievement of the criteria. The following table establishes the maximum average daily trips for various types of roadway facilities, at certain levels of service:

| Facility Type | ADT LEVEL OF SERVICE VOLUMES BY FACILITY TYPES | |
|-------------------------------|--|-------------------------|
| | Maximum Volume LOS D | Maximum Volume LOS E |
| Major (6 lanes divided) | 50,600 | 56,300 |
| Major (5 lanes divided) | 37,520 | 46,900 |
| Secondary (4 lanes divided) | 30,000 | 37,500 |
| Secondary (4 lanes undivided) | 20,000 | 25,000 |
| Collector (2 lanes undivided) | 10,000 | 12,500 |

Average daily traffic (ADT) capacities represent the general level of daily traffic that each roadway type can carry and should be used as a general design guideline only. Level of Service for the circulation system is more precisely determined by examining peak hour intersection volumes and, therefore, the Circulation Element uses peak hour volumes as a basis for determining appropriate capacity needs. The following table interprets traffic volume into levels of service.

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| PEAK HOUR LEVEL OF SERVICE | | |
|----------------------------|---|-------------------|
| Level of Service | Traffic Flow Quality | Maximum ICU Value |
| LOS A | Low volume; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle. | 0.00-0.60 |
| LOS B | Operating speeds beginning to be affected by other traffic; between one and ten percent of the waiting vehicles have more than one signal cycle during peak traffic periods. | 0.61-0.70 |
| LOS C | Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the waiting vehicles have more than one signal cycle during peak traffic periods; recommended ideal design standard. | 0.71-0.80 |
| LOS D | Tolerable operating speeds; 31-70 percent of the waiting vehicles have more than one signal cycle during peak traffic periods; often used as design standard in urban areas. | 0.81-0.90 |
| LOS E | Capacity; the maximum traffic volume an intersection can operate with; restricted speeds; 71 to 80 percent of the waiting vehicles have one or more than one signal cycle during peak traffic periods. | 0.91-1.00 |
| LOS F | Long queues of traffic; unstable flow; stoppages of long duration; high traffic volume and speed can drop to zero. | Above 1.00 |

Source: "Highway Capacity Manual," Highway Research Board Special Report 87, National Academy of Sciences, Washington D.C., 1965. Page 320. Peak hour intersection level of service (LOS) to be based on ICU values calculated as follows: Saturation flow rate - 1,700 vehicles per hour (VPH); Clearance Interval 0.05 ICU

The City of Norwalk has established level of service (LOS) "C" as a target LOS standard and

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LOS "D" as a threshold standard for ADT link volumes and peak hour intersection volumes. The City recognizes that not all intersections within the City can meet the target LOS "C". Therefore, the City should establish a critical intersection list which consists of intersections which do not meet the target of LOS "C" at peak periods only, but do not exceed the City's threshold LOS standard of "D." For an intersection to be placed on the City's critical intersection list, the City must find that the improvements necessary to meet the target LOS "C" are not feasible because of one or more of the following reasons: (1) the cost of the necessary improvements exceeds available funding sources; (2) the design of the necessary improvements is not compatible with the surrounding land uses; or, (3) the design of the necessary improvements is contrary to other established City policies.

The level of service descriptions are based on the Intersection Capacity Utilization (ICU) method. The ICU method measures the ratio of intersection demand to capacity. The ICU is calculated by adding the ratios of demand to capacity for the critical movements at an intersection.

The City of Norwalk is also a part of the Los Angeles County Congestion Management Plan (CMP) which is a state mandated program with the passage of Assembly Bill 471. The requirements of the CMP became effective with the voter approval of Proposition 111 in June, 1990. The CMP was created for the following

The City of Norwalk General Plan
CITYWIDE ELEMENTS - CIRCULATION

purposes:

- To link land use, transportation and air quality decisions;
- To develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and
- To propose transportation projects which are eligible to compete for state gas tax funds.

Two City of Norwalk intersections are included in the CMP system for annual monitoring, they are:

- Station 110 - Firestone Boulevard/Imperial Highway
Station 111 - Imperial Highway/Norwalk Boulevard

In addition to monitoring the two CMP intersections, the document sets forth a series of requirements including, local input to the CMP, transit monitoring, implementation of a Transportation Demand Management (TDM) Ordinance, land use analysis program, participation in the County deficiency plan and adopting an annual self-certification resolution and local implementation report. Appendix D of the CMP sets forth guidelines for CMP Transportation Impact Analysis (TIA). In general, a CMP TIA is required for projects required to prepare an Environmental Impact Report based on local requirements.

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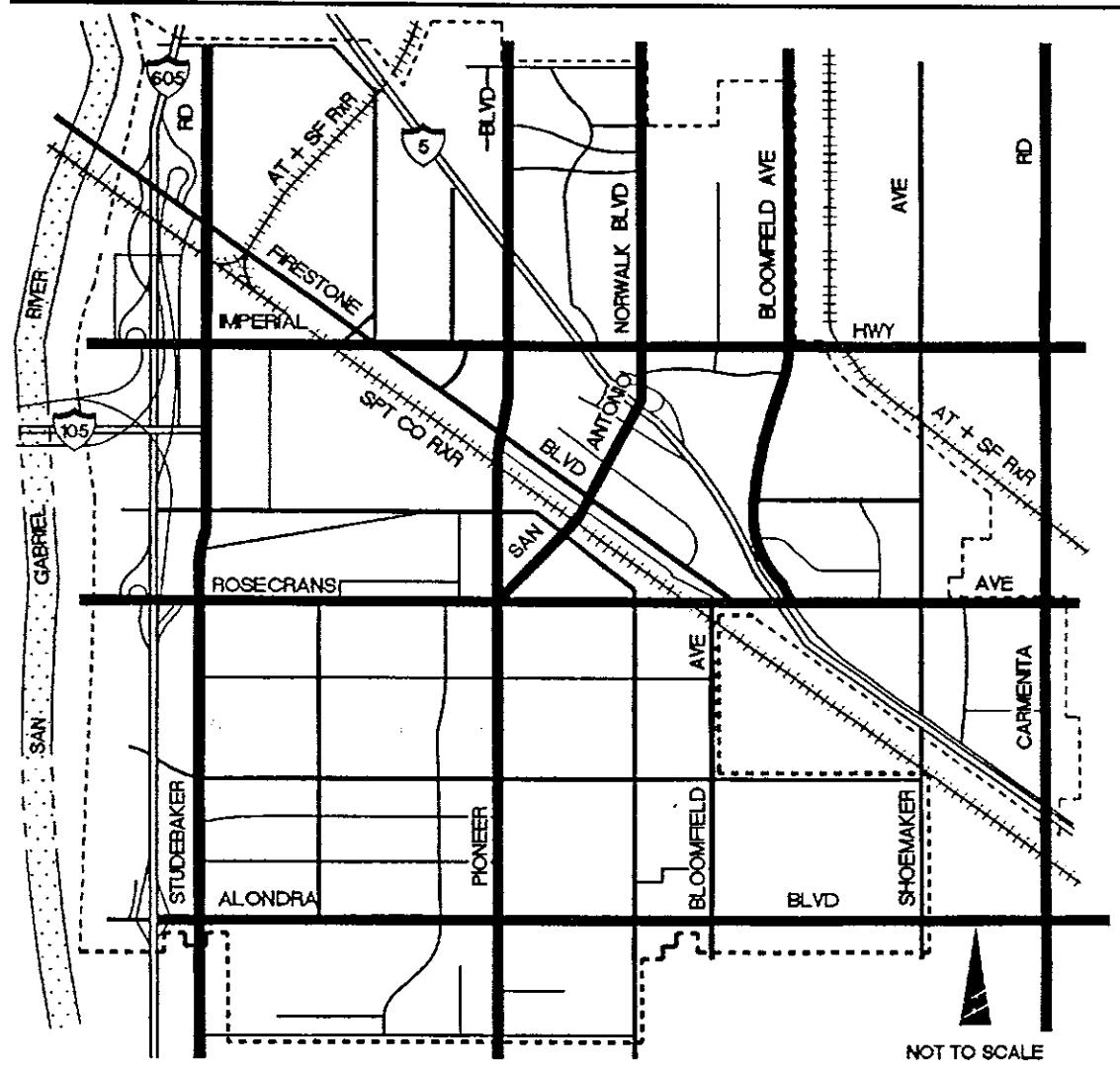
d. General Plan Circulation System

The goals and policies included in this Element emphasize the importance of developing a circulation system that is capable of serving both existing and future residents while preserving community values and character. The Circulation Plan that is required to support the Land Use Element is discussed in the following sections.

1. Existing Circulation Plan

Illustrated in the following figure, "The Circulation Plan: Street Designations," are the existing street designations for roadways in the City of Norwalk, which will remain as the future street designations.

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LEGEND:

- ■ STUDY AREA BOUNDARY
- ■ FREEWAY
- ■ MAJOR HIGHWAY - 100' ROW
- ■ SECONDARY HIGHWAY - 80' ROW
- ■ COLLECTOR ROAD 54'-60' ROW
- +----- ■ RAILROAD

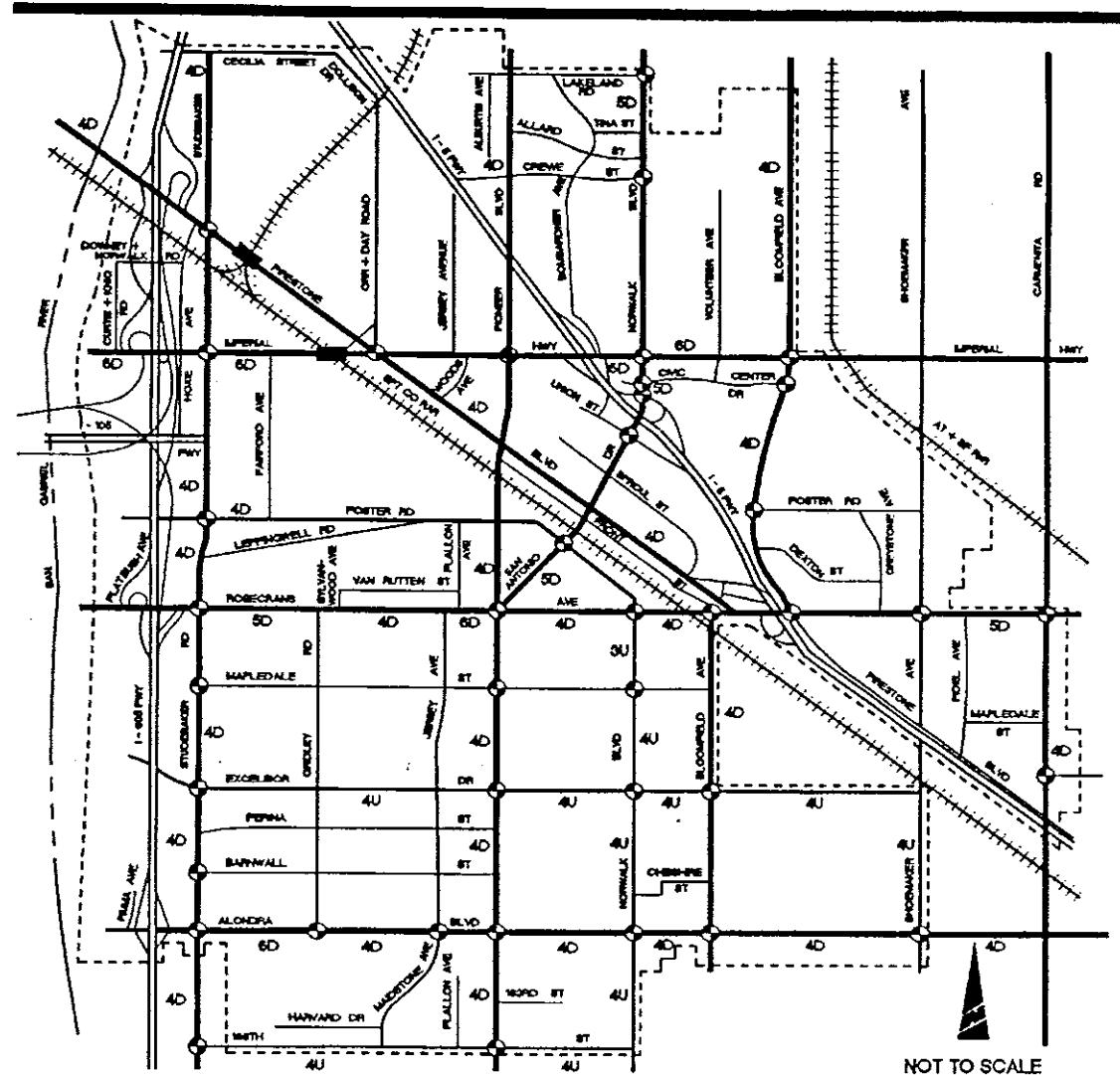
THE CIRCULATION PLAN: STREET DESIGNATIONS

The City of Norwalk General Plan
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The following figure, titled "Existing Number of Travel Lanes/Intersection Control Devices," presents the existing number of travel lanes and major intersection controls within the city boundaries. The figure indicates whether the roadways are divided, with median islands or grade separation.

This figure is followed by another graphic which displays existing average daily traffic volumes (ADT), titled "Existing Average Daily Traffic." The traffic volumes represent the latest two-way traffic counts conducted on the major City of Norwalk street and highway system and serve as one of the determinants for the level of service (LOS) factors presented in the third figure, titled "Existing Roadway Levels of Service", as existing street and highway levels of service (LOS).

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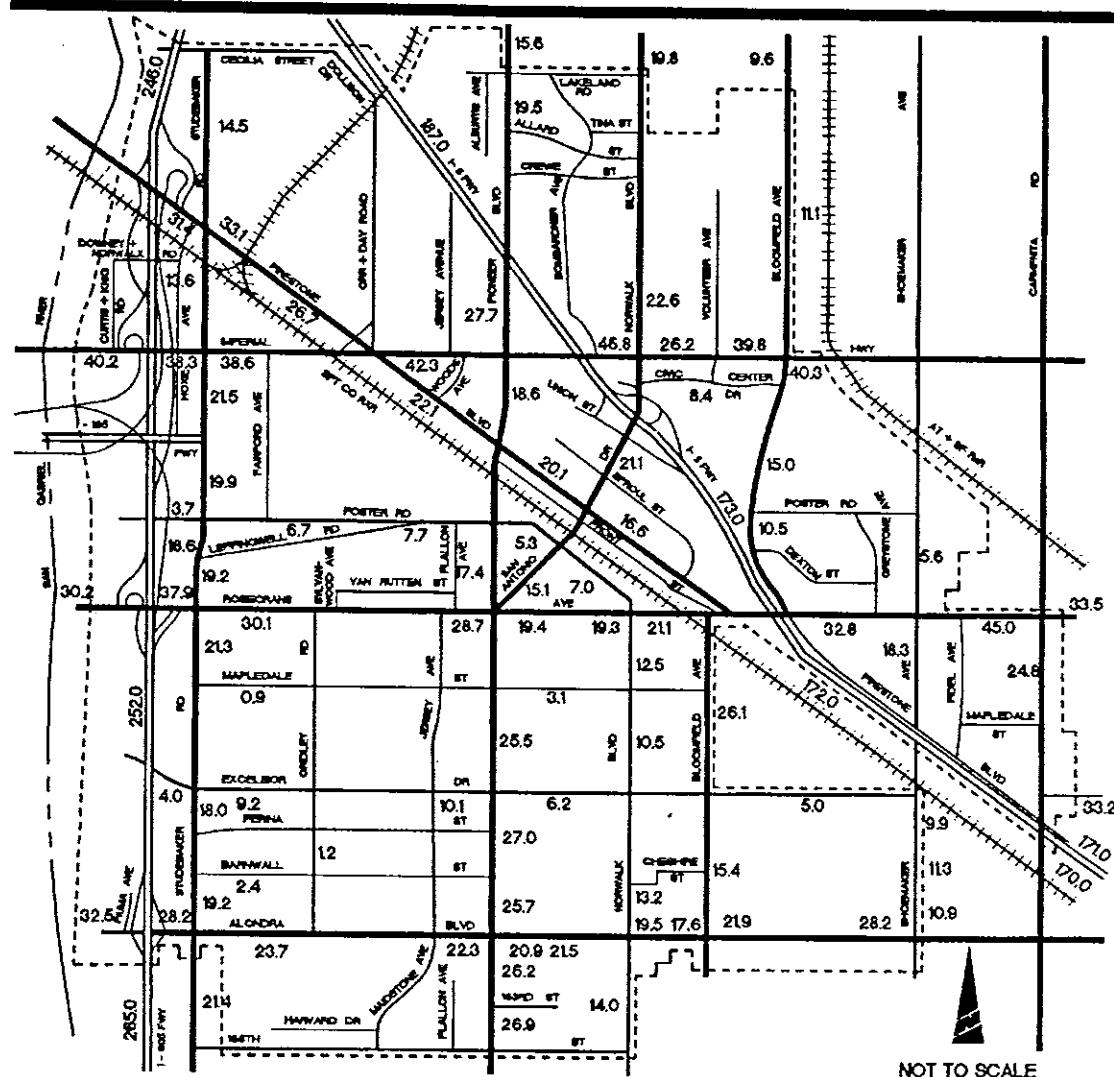
LEGEND:

- TRAFFIC SIGNAL
- AT-GRADE CROSSING
- GRADE SEPARATION
- NUMBER OF LANES
- ▲ DIVIDED
- ▼ UNDIVIDED



EXISTING NUMBER OF TRAVEL LANES/
INTERSECTION CONTROLS

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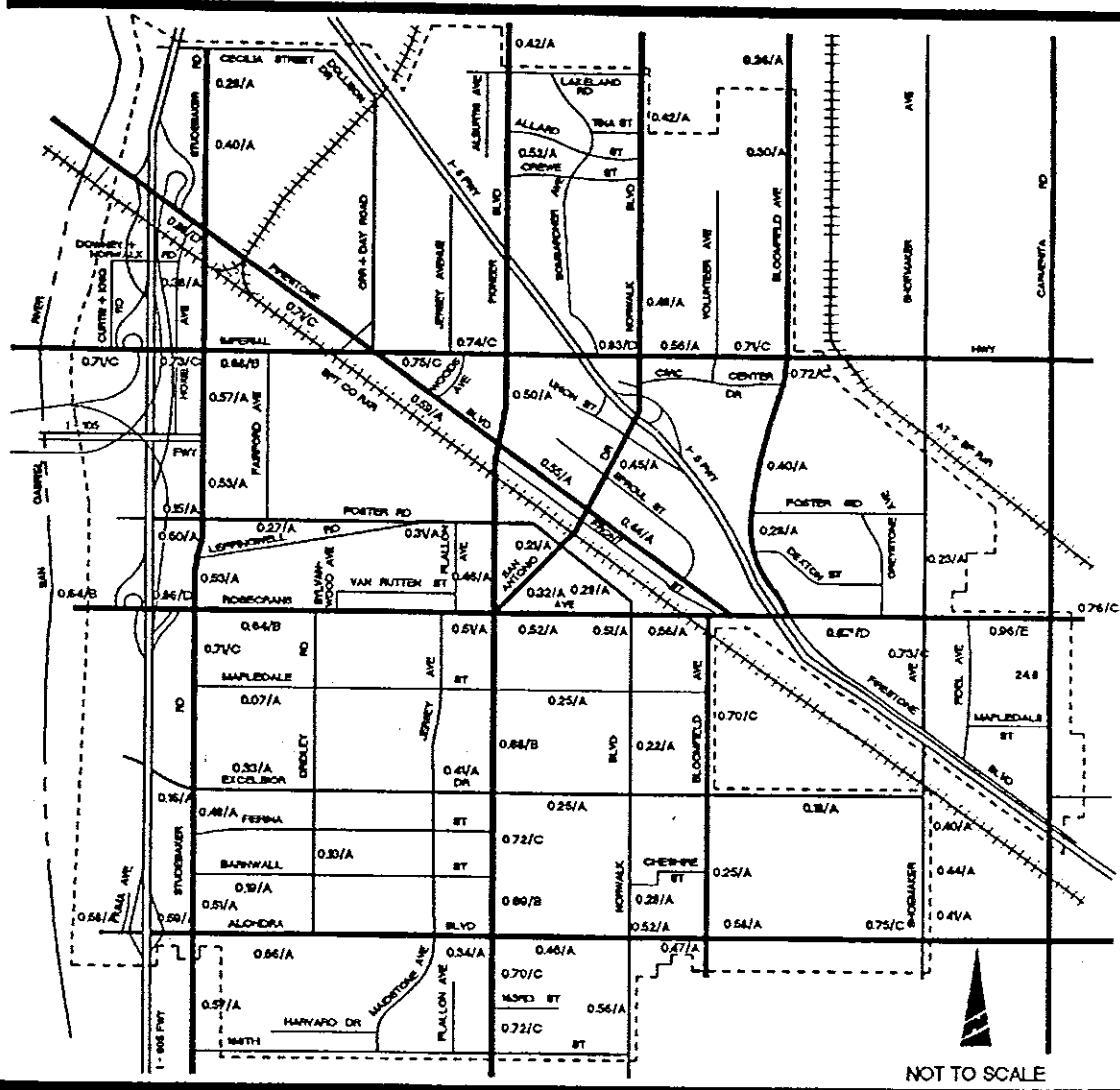
LEGEND:

- - - - - STUDY AREA BOUNDARY
- FREEWAY
- MAJOR HIGHWAY
- SECONDARY HIGHWAY
- COLLECTOR ROAD
- ||||| RAILROAD
- 17.5 ----- AVERAGE DAILY TRIPS IN 1,000's

SOURCE: CITY OF NORWALK

EXISTING AVERAGE DAILY TRAFFIC (ADT)

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EXISTING ROADWAY LEVELS OF SERVICE

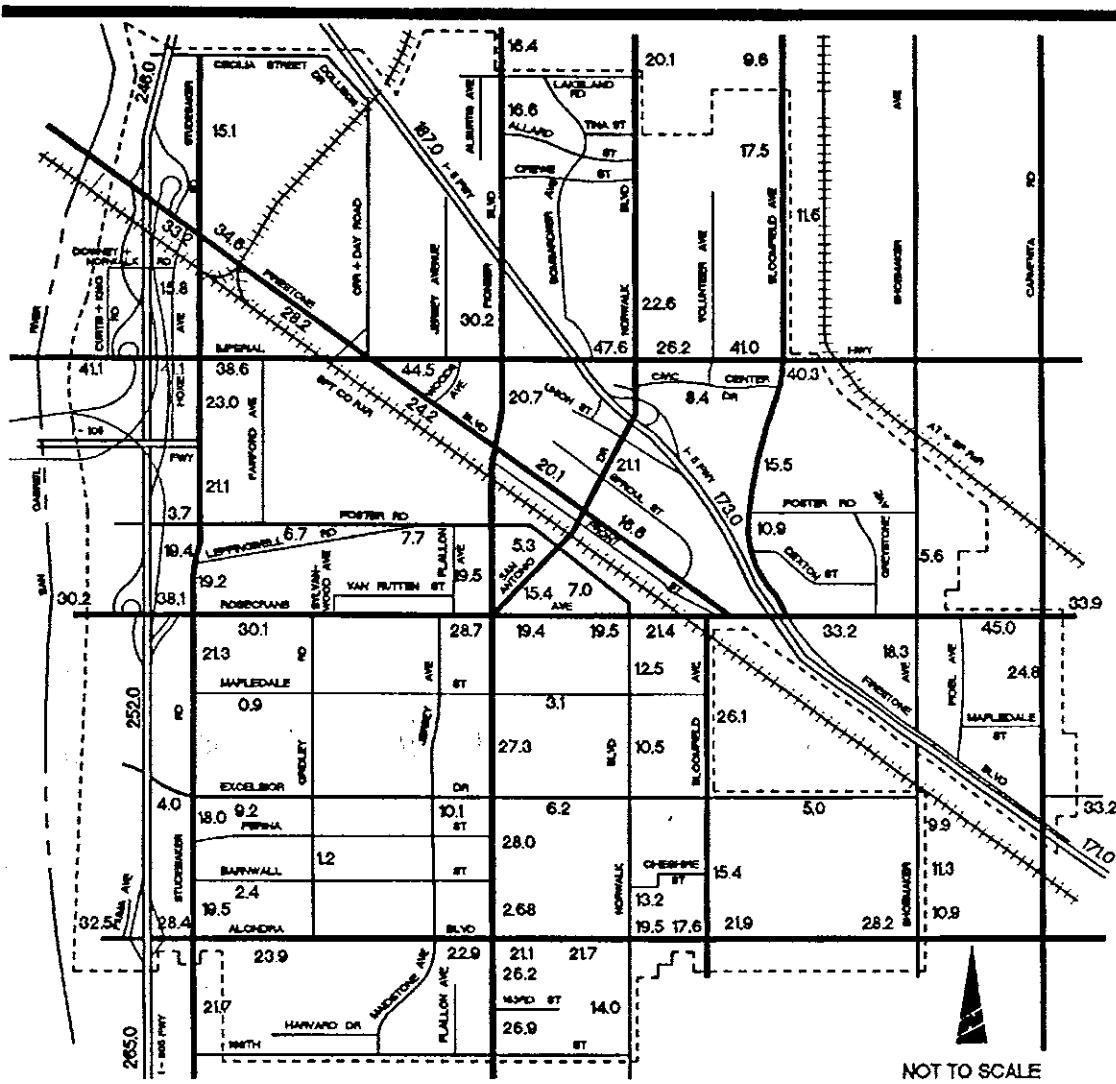
The City of Norwalk General Plan
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2. Future Circulation Plan

The desirable goal for every classified street is that it carries the designated volume of traffic at the desired level of service.

The arterial roadways in the planned circulation system were illustrated at the beginning of this section and are classified according to their facility-type designation and sized to provide sufficient capacity for previously projected volumes. The daily, two-way street and highway traffic volumes have been revised to reflect the General Plan Land Use Map. The traffic volumes reflected in the figure titled "General Plan Average Daily Traffic" present the daily, two-way traffic volumes calculated from the changes between existing land use trip generation figures to the new General Plan land designated land uses. The resultant traffic daily volumes have been converted to street and highway Levels of service and are presented in the figure titled "General Plan Roadway Levels of Service." Levels of service (LOS) increases are forecast, particularly in the area of Firestone Boulevard and Imperial Highway. As shown, the street and highway LOS remains within acceptable levels.

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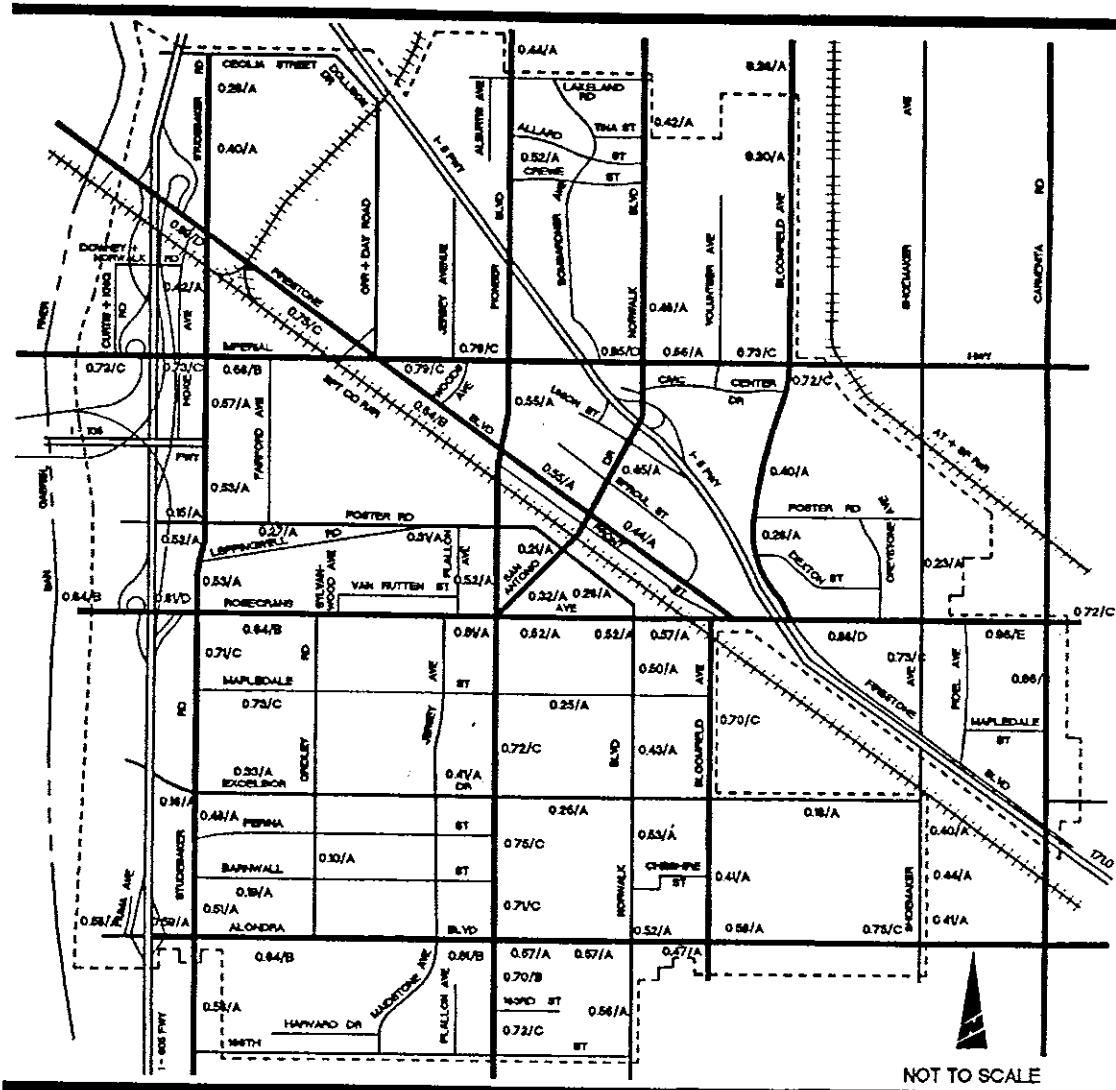
LEGEND:

- - - - - STUDY AREA BOUNDARY
- — — — — FREEWAY
- — — — — MAJOR HIGHWAY
- — — — — SECONDARY HIGHWAY
- — — — — COLLECTOR ROAD
- ||||| — RAILROAD
- 17.5 — AVERAGE DAILY TRIPS IN 1,000's



GENERAL PLAN AVERAGE DAILY TRAFFIC (ADT)

The City of Norwalk General Plan
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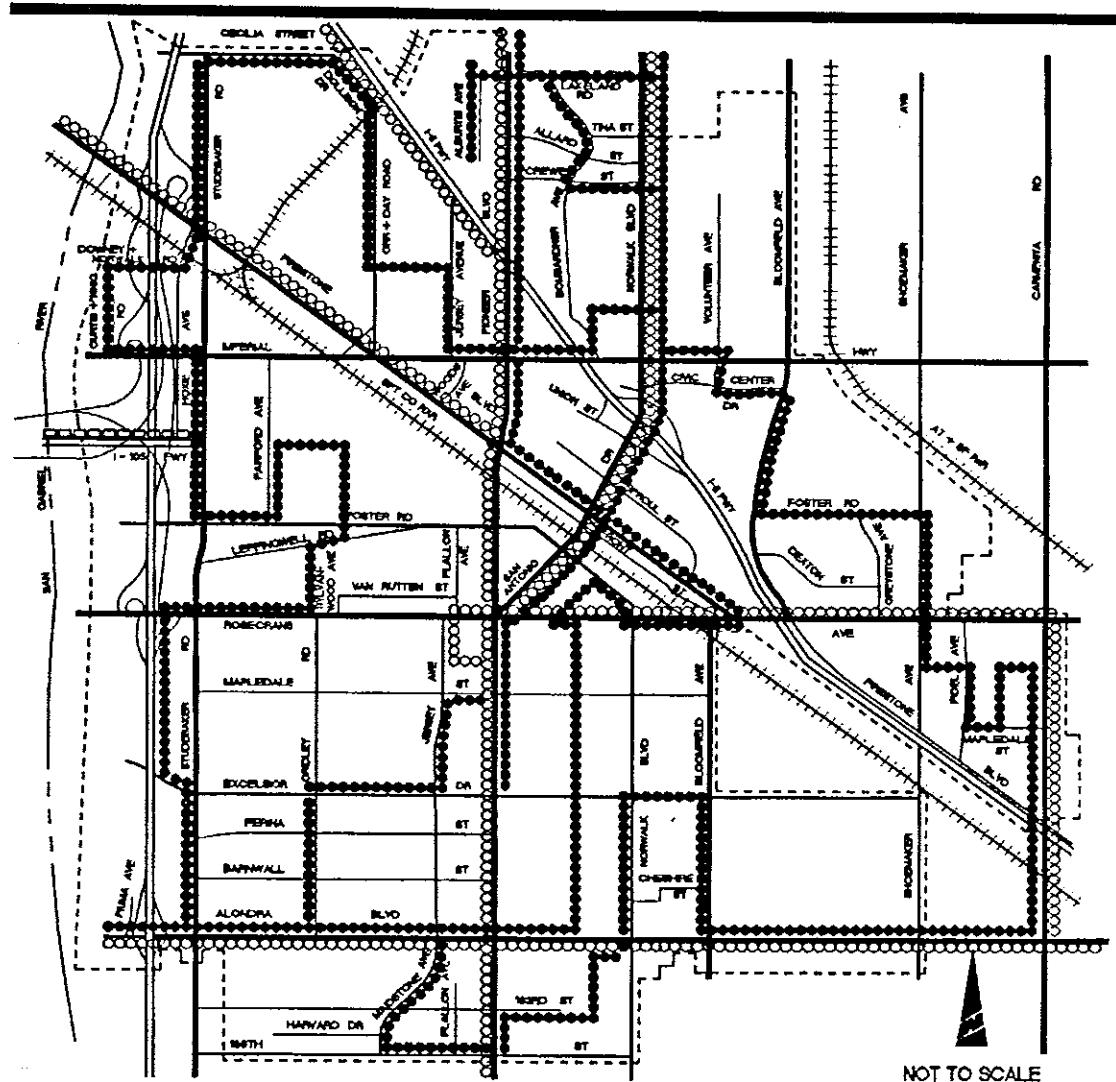
GENERAL PLAN ROADWAY LEVELS OF SERVICE

The City of Norwalk General Plan
CITYWIDE ELEMENTS - CIRCULATION

e. Public Transportation Plan

The City of Norwalk has a network of public transit routes providing access to employment centers, shopping and recreational areas. The network is illustrated in the following figure, titled "Public Transportation Network," and service is provided by the Metropolitan Transit Authority. The network includes routes operated by the Norwalk Transit System (Hustle Bus), as well as, the Green Line and High Occupancy Vehicle lanes in the I-105 Freeway right-of-way.

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LEGEND:

- • STUDY AREA BOUNDARY
- ===== • FREEWAY
- ===== • MAJOR HIGHWAY
- ===== • SECONDARY HIGHWAY
- ===== • COLLECTOR ROAD
- ||||||| • RAILROAD
- ===== • METRO GREEN LINE/HOV LANES
- ===== • NORWALK TRANSIT
- ===== • RTD ROUTES

PUBLIC TRANSPORTATION NETWORK



BY SPECIAL

19

FIGURE 5-7

The City of Norwalk General Plan
CITYWIDE ELEMENTS - CIRCULATION

f. Bikeway Plan and Pedestrian Circulation

The City of Norwalk recognizes that bicycle and pedestrian travel are an important component of the City's circulation system. Given the fact that Southern California has a serious air quality problem and an increasing congestion problem, the City of Norwalk encourages bicycle and pedestrian travel as alternative forms of transportation.

When analyzing and developing the City's Bikeway Plan, it is helpful to categorize different types of cyclists by their riding habits. One category of cyclists includes families, children and other recreational riders who ride at a slow pace. These riders generally prefer to ride on off-street trails and sidewalks. Another category of riders is the fitness and recreational rider. These cyclists generally travel at high speeds for long distances. Primarily, these riders ride on the major arterial roadways and off-street trails if the trails are large regional trails. These cyclists do not ride on sidewalks. The last category of cyclists includes the commuter cyclist. These riders also travel at high speeds and prefer to take the most direct route to their destination. Generally, these riders prefer to ride on major arterial roadways. However, commuter cyclists will also ride on off-street trails if the trails provide a more direct route to their destination. Similar to the fitness rider, commuter cyclists do not ride on the sidewalk. In order to accommodate all of the City's cyclists, the City's goal is to provide a

The City of Norwalk General Plan
CITYWIDE ELEMENTS - CIRCULATION

network of both on-street and off-street bikeways.

Sidewalks designed to accommodate both pedestrian and bicycles serve a very limited function, and will be used only by children and very slow recreational riders. Encouraging other fast riding cyclists to use sidewalks creates a dangerous situation for both cyclists and pedestrians. Pedestrian trails connect various points in the community with nearby residential, commercial, and recreational uses. These trials not only provide efficient circulation, but ensure safe access to desired destinations.

1. Bikeway Plan

The goal is to develop a network of on-street and off-street bikeways to accommodate the different types of cyclists in Norwalk. Currently, the network of bicycle routes is only partially established. Following completion of the improvements identified in the Bikeway Plan, bike lanes will be included on most of the City's primary and major arterial roadways. The following outlines the categories of bikeways:

- Class I: A paved path that is separate from any motor vehicle travel lane;
- Class II: A restricted lane within the right-of-way of a paved roadway for the exclusive use of

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CITYWIDE ELEMENTS - CIRCULATION

bicycles.

2. Design Criteria

In order to promote bicycle travel in Norwalk, adequately designed facilities which promote safe bicycle travel are essential. There are two basic hazards when riding bicycles on the street: motorized vehicles and road hazards.

Appropriately designed roadways and good roadway maintenance can help minimize these hazards. The following are four types of facilities and programs which will help reduce the hazards of cycling.

Bikelanes - An effective and efficient bicycle system provides for the unrestricted movement of both motorized vehicles and bicycles. Therefore, it is essential to maintain a separation of motor vehicles and bicycles. The best method for providing this on-road separation is bicycle lanes. Bicycle lanes are an area between the curb and the travel lane for exclusive or semi-exclusive use of bicycles. The minimum width of a bikelane should be five feet from the longitudinal line which separates the concrete gutter from the road surface for roadways without on-street parking. If parking is permitted, a minimum of fifteen feet from the curb should be provided to accommodate

The City of Norwalk General Plan
CITYWIDE ELEMENTS - CIRCULATION

both parked vehicles and bicycles. If the road is designed without a separation between the gutter and road surface, the bikelane should be five feet from the face of the curb.

Turning movements are the most likely time for bicycles and vehicles to conflict with one another. Vehicles which desire to make a right turn must cross the path of the cyclist and bicyclists which desire to make a left turn must cross the travel lanes. Therefore, to ensure safety and roadway efficiency, two design features should be included in roadway design, when feasible:

1. When there is a free right turn lane or a right turn only lane, the bicycle lane should be moved from being next to the curb to being located between the designated right turn lane and the first thorough travel lane, well before the intersection begins. Additionally, sufficient width, minimum of 14 feet, should be maintained for the right turn lane to accommodate those bicycles making a right turn.
2. When there are either one or multiple designated left turn lanes, an area to accommodate bicycle travel, with a minimum of four feet, should be provided

The City of Norwalk General Plan
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between the last through travel lane and the first designated left turn lane.

Minimum Curb Lane Width - In areas where bike lanes are not feasible, it is essential to maintain a curb lane width wide enough to accommodate bicycles. If the curb lane width is too narrow, it creates a situation where bicycle travel becomes dangerous and motor vehicle travel is impeded by the presence of bicycles. Therefore, it is essential to maintain a minimum curb width of 17 feet in areas where Class II bikelanes are not feasible.

Road Hazards - One reason bicyclists tend to ride in the outside (closest to the travel lane) portion of the bikelane is to avoid road hazards. There are many road hazards which occur near the curb. One of the major hazards is the longitudinal separation line which occurs between the concrete gutter and the road surface. Because this change in surface elevation is so dangerous for cyclists, the area between the longitudinal line and the curb should not be considered as part of the bike lane. Another road hazard near the curb is drainage grates. The parallel-bar grates can trap a bicyclist's wheel, causing a serious crash to occur. The best design for drainage facilities is the curb-face inlet. If this design is not feasible, then the next best

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approach is a bicycle safe grate, such as a honeycomb or short angled slot design. Another road hazard occurring near the curb is road debris. Vehicle travel tends to push debris toward the curbs. Regular street sweeping can solve this problem.

Bicycle Sensitive Traffic Signals - Demand activated signals are known for being unresponsive to bicycles. Bicycles generally do not have either enough metal to activate detectors. However, modern detection systems have been developed which do detect bicycles. One design available is a modified quadruple loop (Caltrans Type D). In addition to bicycle loop detection, traffic signals should be modified or constructed to include signal push buttons for use by bicyclists.

Pedestrian sidewalks connect various points in the community with nearby residential, commercial and recreational uses. These sidewalks not only provide efficient circulation but ensure safe access to desired destinations.

g. Truck Routes

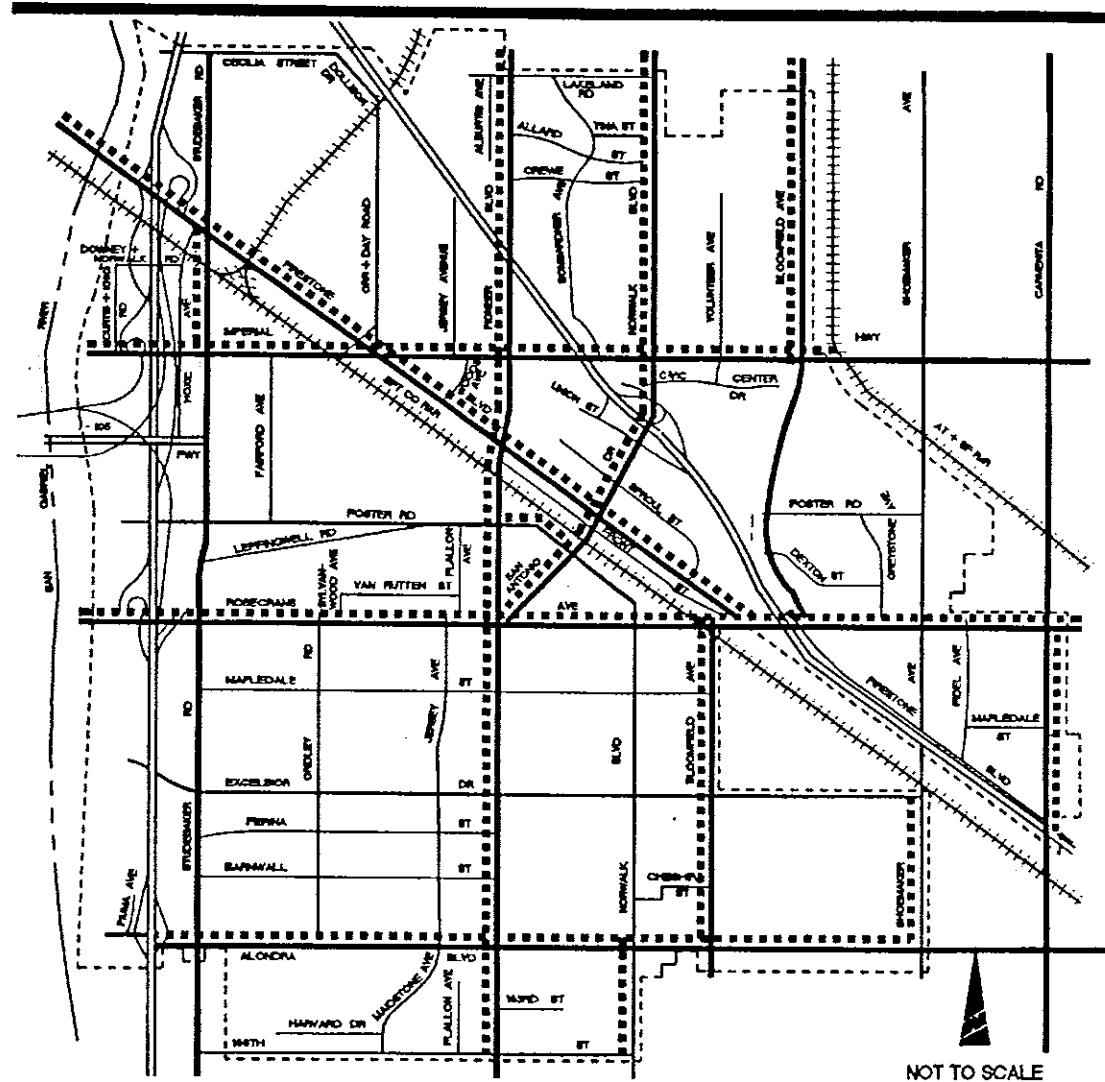
The City of Norwalk has an existing truck route system in order to accommodate truck traffic and encourage trucks to use roadways where their impacts on residential and congested areas will be minimal. The existing truck route system is presented in the figure titled "Existing

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Truck Route."

Because of the congestion on San Antonio Drive, particularly near the Civic Center, City Hall, library and other related uses, San Antonio Drive and Foster Drive are recommended to be removed from the truck route system. Other roadways are equally convenient to freeway interchanges. The City of Norwalk should request Caltrans cooperation for signing the San Antonio Drive/Norwalk Boulevard freeway off-ramp signing with "No Trucks" signing. The figure titled "Proposed Truck Routes" presents the recommended Truck Route system.

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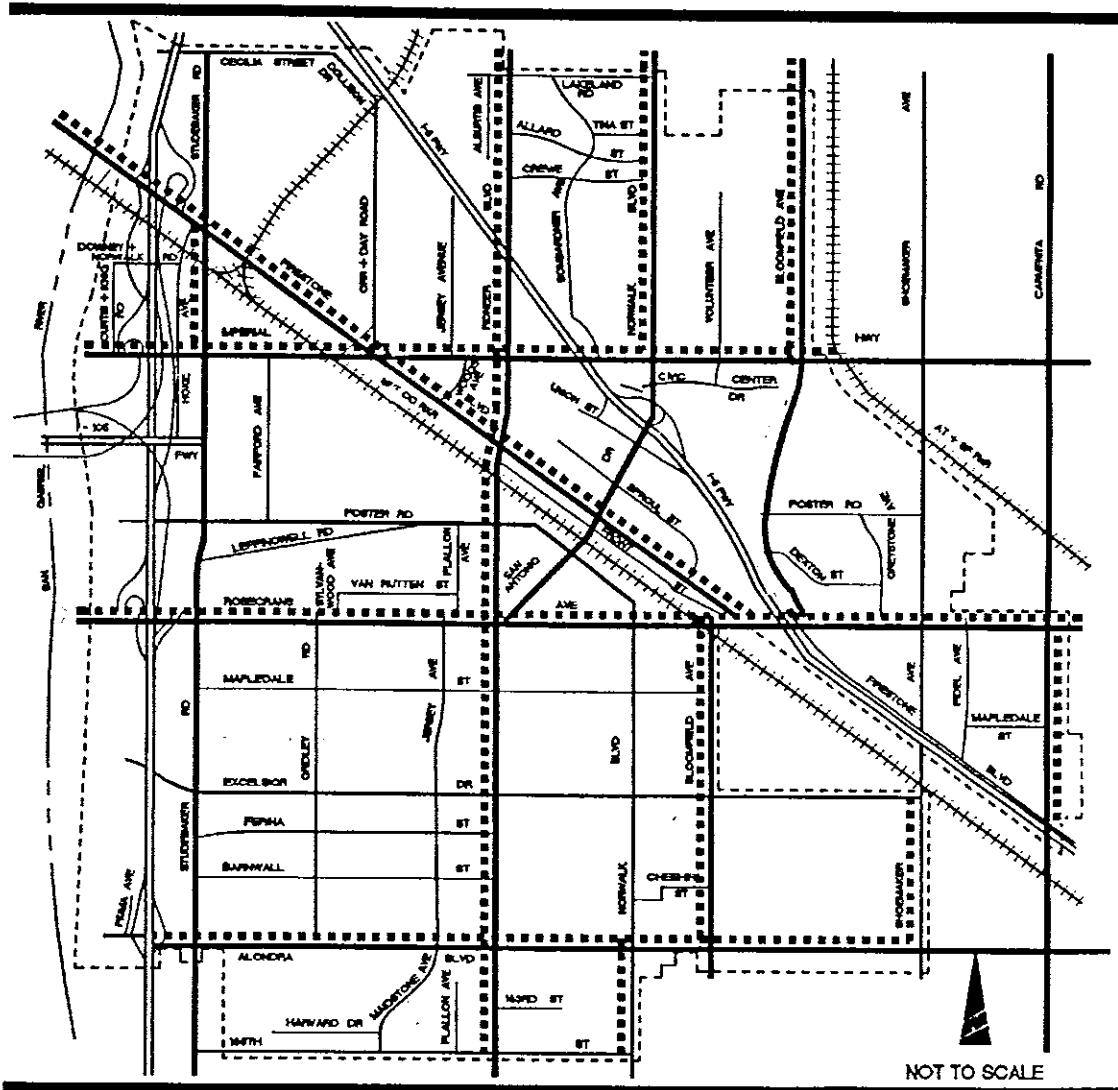


LEGEND:

- = STUDY AREA BOUNDARY
- ===== = FREEWAY
- ===== = MAJOR HIGHWAY
- ===== = SECONDARY HIGHWAY
- ===== = COLLECTOR ROAD
- ||||| = RAILROAD
- ***** = TRUCK ROUTES

EXISTING TRUCK ROUTES

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LEGEND:

- - - - - STUDY AREA BOUNDARY
- — — — — FREEWAY
- — — — — MAJOR HIGHWAY
- — — — — SECONDARY HIGHWAY
- — — — — COLLECTOR ROAD
- + + + + RAILROAD
- • • • • TRUCK ROUTES

PROPOSED TRUCK ROUTES

FIGURE 5-9



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h. Rail

Passenger rail service is provided from an Amtrack Depot in Norwalk at 12700 Imperial Highway near Bloomfield Avenue. The rail depot is currently served by Amtrack and the MetroLink train services. Amtrack serves the depot with nine trains daily in each direction with service between San Diego and Santa Barbara. MetroLink serves the depot with four trains (northbound) and four trains (southbound) in the AM and PM peak periods, respectively.

The Metropolitan Transportation Authority (MTA) operates the "Green Line" Light Rail Vehicles Between the I-605/I-105 Freeway Station and El Segundo. A 521 space park-and-ride facility is provided at the freeway confluence and service is provided between the hours of 5:00 AM and 11:00 PM.

i. Air

Air travel is available from the Los Angeles International Airport (LAX) located approximately 25 miles west of Norwalk. LAX is the closest regional airport that Norwalk residents could use. Other regional airports are located within approximately 25 to 45 miles distant in Long Beach, John Wayne Airport (Orange County), Ontario and Long Beach Airport.

j. Harbor-Port

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The closest harbor facilities are located in Los Angeles-Long Beach. Commercial and recreational facilities are available at these locations. Regular passenger service to other destinations such as Catalina Island and cruise ship services can be obtained at these locations.

7. Policies and Implementation Measures

The Circulation Element is based on a set of circulation-related goals which reflect and are designed to support the citywide objectives of the General Plan. The goals acknowledge the changing economic and environmental conditions in the City of Norwalk and surrounding regions and the anticipated needs of the community.

LOCAL THOROUGHFARES AND TRANSPORTATION ROUTES

Goal 1 An adequate transportation/circulation system that supports regional and local land uses at adopted level of service (LOS) standards and complies with requirements of the County Transportation Management Program (CMP).

Policy 1.1 - Develop and maintain a road system that is based upon and is in balance with the Land Use Element of the General Plan.

Policy 1.2 - Make all feasible transportation improvements in order to meet a target level of service (LOS) standard of "C" and a threshold standard of LOS "D." The City recognizes that not all intersections within the City can meet this target LOS. Therefore, the City will

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establish a critical intersection list which consists of intersections which do not meet the target LOS of "C," at peak periods only, but do not exceed the City's threshold standard of "D." In order for an intersection to be placed on the City's critical list, the City Council must find that the improvements necessary to meet the target LOS "C" are not feasible because of one or more of the following reasons: 1) the cost of the necessary improvements exceeds available funding sources; 2) the design of the necessary improvements is not compatible with the surrounding land uses; or 3) the design of the necessary improvements is contrary to other established City policies.

Policy 1.3 - Make all feasible transportation improvements in order to meet the threshold level of service unless the City determines that the unacceptable level of service is a direct result of regional traffic and that the improvements necessary to achieve the threshold level of service: 1) exceed the available funding sources; 2) are not compatible with the surrounding land uses; or 3) the design of the improvements is contrary to other established City policies.

Policy 1.4 - Each signalized intersection that has been improved to its maximum feasible configuration and still does not meet the threshold level of service shall be placed on the deficient intersection list.

Policy 1.5 - Allow adjustment of stated requirements if necessitated by unusual or

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extraordinary circumstances including, but not limited to, such conditions as an arterial highway temporarily accommodating traffic usually carried by a freeway while freeway improvements are being constructed.

Policy 1.6 - Measure traffic LOS using the current guidance regarding traffic level of service policy implementation established by the Local Transportation Authority.

Policy 1.7 - Require necessary conditions of approval on development projects to achieve traffic LOS standards prescribed in this Element.

Action 1.7.1 - Require that proposals for major new developments include a traffic impact analysis which identifies measures to mitigate and identified project impacts according to the traffic LOS standards prescribed in this Element.

Policy 1.8 - All development projects contributing one percent or more to the critical movement of an intersection that is either projected to operate or currently operates below the target level of service as a result of project implementation, may be required to fund all required feasible transportation improvements necessary to achieve the target LOS or, if the intersection exceeds the target LOS prior to project approval, mitigate the impacts of the project so that the intersection ICU is returned to its level of operation prior to project

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approval. Even for intersections where the target LOS is "C," in the interim, prior to buildout, the City may require mitigation to maintain a LOS of "C."

Necessary feasible improvements to mitigate an intersection to its level of operation prior to project approval shall be targeted for completion prior to issuance of Certificates of Use and Occupancy for the approved project.

If the City determines that the cost of the improvement(s) is not feasible, the City may require that any feasible short-term improvements be made in a timely manner

Policy 1.9 - Those intersections on the deficient intersection list may be exempted from the requirements of Policy 1.8.

Policy 1.10 - Cooperate with nearby cities and the County of Los Angeles in making transportation improvements of mutual interest and priority.

Policy 1.11 - Coordinate roadway improvements with applicable county, state and federal transportation plans and proposals.

Policy 1.12 - Require the construction of dual left-turn lanes where the traffic volumes are in excess of 300/hour for a left turn movement, where reasonable.

Policy 1.13 - Provide for the safe and expeditious transport of hazardous materials.

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Policy 1.14 - Limit driveway access to arterials streets to maintain a desired quality of arterial traffic flow.

Policy 1.15 - Design local and collector streets to discourage their use as through traffic routes.

INTERCITY AND REGIONAL TRANSPORTATION

Goal 2 A network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries and which accommodates the regional travel demands of developing areas outside the city.

Policy 2.1 - Maintain a proactive and assertive role with the appropriate agencies dealing with regional transportation issues affecting the City.

Policy 2.2 - Work with adjacent cities to ensure that the traffic impacts of development projects in these cities do not adversely impact the City of Norwalk and that traffic impacts of Norwalk projects do not adversely impact neighboring cities.

TRANSPORTATION SYSTEM/DEMAND MANAGEMENT

Goal 3 A circulation system that maximizes efficiency through the use of transportation system management and demand management strategies.

Policy 3.1 - Encourage new development which

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facilitates transit services, provides for non-automotive circulation and minimizes vehicle miles traveled.

Policy 3.2 - Implement traffic signal coordination on arterial streets, where practical, and integrate signal coordination efforts with those of adjacent jurisdictions.

Policy 3.3 - Implement intersection capacity improvements where feasible and justified by traffic demand.

Policy 3.4 - Encourage the implementation of employer Transportation Demand Management (TDM) requirements included in the City's adopted TDM ordinance and in the Southern California Air Quality Management District's Regulation 15 Program.

Policy 3.5 - Support the development of additional regional public transportation facilities and services.

Policy 3.6 - Promote ridesharing through publicity and distribution of information to the public.

PUBLIC TRANSPORTATION

Goal 4 An efficient public transportation system that provides mobility to all City residents, employees and visitors.

Policy 4.1 - Support the efforts of the Metropolitan Transportation Authority and City of Norwalk Transit System to provide additional local and express bus service to Norwalk.

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Policy 4.2 - Encourage employers to reduce vehicular trips by offering employee incentives.

Policy 4.3 - Promote new development that is designed in a manner which (1) facilitates provision or expansion of transit service, (2) provides on-site commercial and recreational facilities to discourage mid-day travel and (3) provides non-automobile circulation within the development.

Action 4.3.1 - Require new development to fund transit facilities, such as bus shelters and turn-outs, where appropriate.

Policy 4.4 - Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or visitors.

Policy 4.5 - Encourage the provision of safe, attractive and clearly identifiable transit stops and related high quality pedestrian facilities throughout the community.

Bicycle and Pedestrian Facilities

Goal 5 An efficient bicycle and pedestrian circulation system that encourages these alternative forms of transportation.

Policy 5.1 - Require proposed developments, whenever feasible, to dedicate easements for Class I bikeways and to provide additional right-of-way for Class II bikelanes in the project vicinity on all major roadways or other roadways where deemed appropriate.

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Policy 5.2 - Support and coordinate the development and maintenance of City bikeways in conjunction with the City's Bikeway Plan, the County of Los Angeles Master Plan of Bikeways and the bikeway plans of neighboring jurisdictions.

Policy 5.3 - Consider retrofitting traffic signal installations to include bicycle push buttons and where feasible use of a modified quadruple loop (Caltrans Type D) signal detection design to allow for bicycle activation of the signal.

Policy 5.4 - Preserve existing pedestrian walkways, Class II bicycle lanes and wide curb lanes by not modifying, altering or restriping any roadway, which currently has either a pedestrian walkway, Class II bicycle lane or enough right-of-way to accommodate a pedestrian walkway or Class II bicycle lane, in a manner which would not provide for pedestrian walkways, Class II bicycle lanes, or a minimum curb-lane width of 17 feet, except in cases of emergency or an extraordinary case. Any such extraordinary case will be reviewed by the City on a case by case basis and approved only if there are no feasible alternatives and the extraordinary circumstances outweigh the concerns relative to pedestrian and bicyclist safety and the need to provide adequate transportation alternatives.

Policy 5.5 - Encourage the provision of showers, changing rooms and an accessible and secure area for bicycle storage at all new and existing developments and public places.

Policy 5.6 - Require developers, whenever feasible, to provide facilities for pedestrian travel such as sidewalks

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and to design developments to provide pedestrian access to the development on sidewalks and not require that pedestrians use driveways to access the development.

Policy 5.7 - Construct sidewalks and retrofit traffic signal installations to include pedestrian crossing buttons when feasible, on all major arterials, secondary, or collector streets which are either proposed or currently under construction, or substantial modification.

Goal 6 Ensure that development of Class II bikelanes provides for the safe and efficient travel of both bicycles and vehicular traffic.

Policy 6.1 - Develop bicycle lanes to a minimum width of five feet from the longitudinal separation line which occurs between the gutter and roadway for areas which prohibit on-street parking, where possible.

Policy 6.2 - At intersections with designated right-turn lanes, the bicycle lane should be moved from being next to the curb to being located between the designated right-turn lane and the first through travel lane well before the intersection begins. Additionally, sufficient width, minimum of 14 feet, should be maintained for the right turn lane to accommodate those bicycles making a right turn.

Policy 6.3 - At intersections with designated left turn lanes, an area with the minimum of four feet should be provided for bicycle travel between the last through travel lane and the first designated left turn lane, when feasible.

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Policy 6.4 - For all future construction or modifications, drainage grates should be designated for a curb-face inlet. If this design is not feasible, then the drainage grates should be designated with a honeycomb or short angled slot pattern.

Policy 6.5 - Monitor road repairs to ensure that road repairs are made to the highest standard feasible, to provide a smooth finish with no big gaps or ridges.

Policy 6.6 - Continue to operate a street sweeping program for all streets within the City, paying special attention to sweeping the right curb edge and places in intersections where debris collects.

Policy 6.7 - Maintain adequate roadway width to safely accommodate bicycle traffic during roadway construction activities.

PARKING

Goal 7 Well-designed and convenient parking facilities.

Policy 7.1 - Provide sufficient on- and off-street parking.

Action 7.1.1 - Prepare and adopt parking management guidelines that identify parking requirements.

Policy 7.2 - Consider the prohibition of on-street parking on major arterials to reduce side friction and maintain a desired quality of flow.

Policy 7.3 - Consolidate parking, where appropriate, to eliminate the number of ingress and egress points

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onto arterials. Encourage the use of right-turn-in, right-turn-out type of driveways to reduce crossing conflicts on the arterials.

Policy 7.4 - Encourage the use of shared parking facilities among different land uses, by means of parking districts or other mechanisms. Shared parking is defined as parking spaces that can be used to serve two or more individual developments without conflict or encroachment (based on the time-differing nature of individual peaks). Experience indicates that the prudent and careful combining of uses results in a parking demand that is less than the demand generated by separate freestanding developments of similar size and character.

TRUCK CIRCULATION

Goal 8 A truck circulation system that provides effective transport of commodities while minimizing the negative impacts throughout the City.

Policy 8.1 Provide primary truck routes on selected arterial streets to minimize the impacts of truck traffic on residential areas.

Policy 8.2 - Provide appropriately designed and maintained roadways for the primary truck routes.

Action 8.2.1 - Prepare a program to undertake the placement of signs for designated truck routes.

Action 8.2.2 - San Antonio Drive and Foster Road are recommended to be removed from the Truck Route roadway system. The reason is the

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fact that other roadways are equally convenient to freeway interchanges. The level of congestion on all of San Antonio Drive, particularly near its interchange with the I-5 Freeway, as well as City Hall, the Civic Center, library and other related uses makes the roadway unsafe for truck traffic.

Policy 8.3 - Provide loading areas and access ways that are located to avoid conflicts with non-truck traffic.

Action 8.3.1 - Adopt standards which identify appropriate access to loading areas.

RAIL

Goal 9 Support the commuter rail system that meets the needs of current and future residents.

Policy 9.1 - Coordinate with Metro Link, Amtrack and the Metropolitan Transportation Authority to continue and improve commuter rail service to and from the City.



**FINAL DRAFT
2013-2021 HOUSING ELEMENT
OF THE GENERAL PLAN**

CITY COUNCIL PUBLIC HEARING

JANUARY 7, 2014

**City of Norwalk
Draft 2013-2021 Housing Element
of the General Plan**

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SECTION 1

INTRODUCTION

City of Norwalk
Draft 2013-2021 Housing Element of the General Plan
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SECTION 1-INTRODUCTION

A. REGIONAL SETTING

The City of Norwalk was incorporated on August 26, 1957 becoming Los Angeles County's 66th City. Located in the midst of some of Southern California's most accessible highways in the greater Los Angeles area, and located only 17 miles southeast of Los Angeles, the 9.35 square miles that make up the Norwalk have become one of the most rapidly developing and growing communities anywhere in the state of California. The City of Norwalk is approximately 95 feet above sea level, has an average temperature of 63 degrees, and averages an estimated 10 inches of rainfall per year.

Norwalk sits at the heart of an expanding regional transportation network which is an outstanding convenience to residents that work anywhere in Los Angeles or Orange Counties. The community is served by four freeways: the 91 (Riverside) Freeway borders the city to the south, the 605 (San Gabriel) Freeway is at the city's western border and the Interstate 5 (Santa Ana) Freeway passes through the community and Interstate 105 (Century) Freeway which runs from Norwalk to the Los Angeles International Airport, thereby providing additional access to even more important business and recreational points throughout the state. Two commuter rail lines serve Norwalk: the Metro Green Line, with connections to downtown Los Angeles, Long Beach, and LAX; and the MetroLink system, with connections to Orange, San Bernardino, Ventura, Riverside, San Diego counties, and the Union Station in Los Angeles. Norwalk's access to regional transportation is unparalleled in Los Angeles County.

B. HISTORICAL CONTEXT

Time has always brought many changes, and the City of Norwalk is no different when it comes to change. Originally, the land that became known as "Norwalk" was home to the Shoshonean Indian tribes. They survived primarily on honey, an array of berries, acorns, sage, squirrels, rabbits and birds. Their huts were part of the Sejat Indian village. In the late 1760s, Spanish settlers, Padres and missions flourished in the area. In 1833, the Mexican government passed the Secularization Bill, which returned the land to the Indian tribes. However, the Indian tribes suffered the loss of much of their culture, and were unable to successfully cope with the return of their land.

The Rancho and mining days in California ended around the 1860's and the land was subdivided once again and made available for sale. Word of this land development reached the Sproul Brothers in Oregon. They recalled the fertile land and huge sycamore trees they saw during an earlier visit to the Southern California area. In 1869, Atwood Sproul, on behalf of his brother, Gilbert, purchased 463 acres of land at \$11 an acre in an area known as Corazon de los Valles, or "Heart of the Valleys."



By 1873, news of a railroad service coming through the area was committed. The Sprouls deeded 23 acres and stipulated a "passenger stop" clause in the deed. Three days after the Anaheim Branch Railroad crossed the "North-walk" for the first time, Gilbert Sproul surveyed a town site. In 1874, the name was recorded officially as Norwalk.



SECTION 1-INTRODUCTION

While a majority of the Norwalk countryside remained undeveloped during the 1880's, the Norwalk Station allowed potential residents the opportunity to visit the "country" from across the nation. This pre-1900 era also brought the "first families" to Norwalk, including the Sprouls, the Dewitts, the Settles, the Orrs, and many others. They grouped together to shape the future of this community.

In 1880, D.D. Johnston pioneered the first school system in Norwalk. Johnston was also responsible for the first real industry in town, a cheese factory, by furnishing Tom Lumbard with the money in 1882

Norwalk – in the 1890s - experienced the construction of a number of fine homes that were located in the middle of orchards, farms and dairies. One of those residential landmarks was built in 1891 by the D. D. Johnston family, and it subsequently became known as the Hargitt House, an 1891 Victorian Eastlake. The Hargitt House Museum, located at 12426 Mapledale, was donated to the people of Norwalk by Charles ("Chun") and Ida Hargitt.



At the turn of the century, Norwalk had become established as the dairy "Heart of the Valleys." Of the 50 local families reported in the 1900 census, most were associated with farming or with the dairy industry. Norwalk was also the home of some of the largest sugar beet farms in all of Southern California during this era. As the years passed, the community continued to grow. Permanent educational facilities were constructed; electricity and telephone service installed, and railroads and highways linked Norwalk to statewide markets.

The need for local control over local affairs soon became so great that a special incorporation election was called. On August 26, 1957, Norwalk was certified by the Secretary of State as California's 15th largest city and became the County's 66th city. With cityhood came startling improvements in services to local residents. Progressive health and building standards were adopted, law enforcement increased, storm drainage improved, and citywide street lighting districts formed.

C. STATE REQUIREMENTS AND LEGISLATIVE CHANGES

The Housing Element is one of the seven mandated elements of the General Plan, and it describes ways in which the housing needs of existing and future residents can be met. The element became a mandated element of a general plan in 1969, or 44 years ago. The law acknowledges that, in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development.

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Government Code Section 65583 states:

The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, mobile homes, and emergency shelters, and shall make adequate provision for the existing and projected needs of all economic segments of the community.

In enacting the housing element requirement in 1969, the State legislature found and declared that -

The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farm workers, is a priority of the highest order.

And that –

The provision of housing affordable to low- and moderate-income households requires the cooperation of all levels of government.

Also –

Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for housing needs of all economic segments of the community.

The Housing Element must include six major components:

- An assessment of the community's housing *needs*.
- An inventory of *sites* that can accommodate the need for new housing.
- An analysis of housing market and governmental *constraints* that impede public and private sector efforts to meet the needs.
- A *progress report* describing actions taken to implement the *2008-2014 Housing Element*.
- A statement of *goals*, quantified *objectives* and *policies* relative to the construction, rehabilitation, conservation and preservation of housing.
- An *implementation program* which sets forth a schedule of actions which the City is undertaking or intends to undertake to implement the policies and achieve the stated goals and objectives.

SB 812 is the only recent major change to the Housing Element Law. Chapter 507, Statutes of 2010 (SB 812), which took effect January 2011, amended State housing element law to require the analysis of the special housing needs of persons with developmental disabilities. This analysis should include an estimate of the number of persons with developmental disabilities, an assessment of the housing need, and a discussion of potential resources.

SB 375 requires that the housing element due date is 18 months after adoption of the Regional Transportation Plan (RTP). October 15, 2013 (18 months after the RTP was adopted) is the due

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date for adoption of the Housing Element. If a housing element is not adopted within 120 days of October 15, 2013, then another element is due in October 2017 rather than October 2021.

According to Government Code Section 65588(f)(1):

“Planning Period” shall be the time period between the due date for one housing element and the due date for the next housing element.

Therefore, the planning period for the City’s Housing Element is the period from October 15, 2013 through October 15, 2021.

According to Government Code Section 65588(f)(2):

“Projection Period” shall be the time period for which the regional housing need is calculated.

The SCAG Regional Housing Needs Assessment (RHNA) covers the period from January 1, 2014 to October 1, 2021.

According to SCAG, the anomaly of the housing element due date (October 15, 2013) preceding the RHNA start date (January 1, 2014) is due to (a) legislative changes and statutory definitions and (b) the date that SCAG adopted its Regional Transportation Plan. Also, HCD uses January 1 or July 1 for RHNA determination start date purposes as these are the effective dates used by Department of Finance (DOF) in updating housing estimates and population projections.

D. ROLE AND ORGANIZATION OF THE HOUSING ELEMENT

As previously noted, the Housing Element is one of seven required elements of a General Plan. Its focus is on assessing the community’s housing needs and describing programs to address those needs. The element must describe actions to –

- Identify adequate sites to accommodate a variety of housing needs
- Assist in the development of affordable housing
- Remove governmental constraints to housing improvement and construction
- Improve the condition of housing
- Preserve the affordable housing supply
- Promote fair housing
- Promote energy conservation

In addition to this Introduction, two additional Sections and two Appendices comprise the Housing Element:

Section 2: Overview: This Section provides an overview of the public participation efforts of the City during the development of the Housing Element, challenges the City faces in addressing housing needs, and a brief summary of the document.

Section 3 - Housing Program: This Section provides a summary of the housing needs and describes the goals, policies and objectives of the Housing Element. Section 3 also

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describes the individual programs that the City will implement during the eight-year planning period in order to address the community's housing needs.

Appendix A: This Appendix contains detailed information on the following:

- Housing Needs Assessment
- Sites Inventory and Analysis
- Housing Market Constraints Analysis
- Governmental Constraints Analysis
- Progress Report

Appendix B: This Appendix includes a list of organizations consulted, data sources, and definitions.

E. HOUSING ELEMENT CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS

Ten elements comprise the Norwalk General Plan:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety
- Community Design
- Educational
- Cultural Resources

During the planning period, consistency between the Housing Element and General Plan will be maintained through the General Plan Annual Progress Report. This Report, which is usually completed in the spring of each year, reports on the status and implementation progress of the 10 General Plan Elements. The Progress Report contains information on the status of amendments to the General Plan and the status of work efforts and programs implemented by the City each year that go toward meeting the goals and objectives and fulfilling the policies set forth in each of the 10 General Plan Elements.

In future Progress Reports, the Planning Division will include information on whether any of these amendments will generate a need to amend the Housing Element with respect to goals, policies, objectives, programs or the sites inventory. Revisions to the Housing Element can then be made concurrently with amendments to the other General Plan Elements. In this way, internal consistency between the General Plan Elements and the Housing Element will be maintained throughout the planning period.

In addition, the Planning Division will add an internal consistency section to the Housing Element Progress Report which is completed in April of each year and submitted to HCD. That section will describe any revisions or changes to the *2013-2021 Housing Element* that were enacted the prior calendar year in order to maintain consistency with all the other General Plan Elements.

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Future amendments to the Safety, Conservation, and Land Use and other Elements will require a review of the Housing Element for internal consistency, which may in turn, require amendments to the Housing Element. For example, if sites identified in the Housing Element as suitable for housing development are subsequently identified as inappropriate for development due to safety concerns, other sites will need to be identified. Annual review of the Land Use Element will assist the Planning Division in future updates of the Housing Element and facilitate identification of appropriate sites to accommodate Norwalk's share of the regional housing need.

F. OTHER STATUTORY REQUIREMENTS

1. Water and Sewer Priority

Chapter 727 amended Government Code Section 65589.7(a) as follows:

The housing element adopted by the legislative body and any amendments made to that element shall be immediately delivered to all public agencies or private entities that provide water or sewer services for municipal and industrial uses, including residential, within the territory of the legislative body. Each public agency or private entity providing water or sewer services shall grant *a priority for the provision of these services to proposed developments that include housing units affordable to lower income households.* [Emphasis added]

The City continues to work in collaboration with water purveyors that service Norwalk residents, such as Park Water and Golden State Water companies to promote water conservation. The Planning Division will transmit a copy of the adopted element to these entities.

Sewage treatment service to the City is provided by the Los Angeles County Sanitation District #18. The Planning Division will deliver a copy of the Housing Element to the Sanitation District's Administrative Office (1955 Workman Mill Road, Whittier, CA 90601).

2. Flood Hazards and Flood Management Information

Government Code Section 65302 requires all cities and counties to amend the safety and conservation elements of their general plan to include an analysis and policies regarding flood hazard and flood management information upon the next revision of the housing element on, or after, January 1, 2009. The General Plan Safety Element and Conservation Element contain the analysis and policies pertaining to flood hazards and flood management information.

Government Code Section 65302 also requires cities and counties, effective January 1, 2008, to annually review the land use element for those areas subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the State Department of Water Resources. The City conducts its annual review as part of the General Plan Annual Progress Report.

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City of Norwalk
Draft 2013-2021 Housing Element of the General Plan
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Section 2 Overview presents information on:

- Housing Element Public Participation Effort
- Challenges To Addressing the Community's Housing Needs
- Brief Housing Element Summary

A. HOUSING ELEMENT PUBLIC PARTICIPATION EFFORT

A housing element must:

Include a diligent effort by the local government to achieve public participation of all economic segments of the community in the development of the housing element

The following steps were taken by the City of Norwalk to meet the statutory requirements for public participation in the preparation of the Draft Housing Element:

- Housing Needs Survey
- Community Stakeholder Outreach
- Social Services Commission Public Hearings
- Planning Commission Public Meetings
- City Council Public Meetings
- Public Review of the *Draft 2013-2021 Housing Element*
- Planning Commission and City Council Public Hearings

1. Housing Needs Survey

The eight-question Survey was posted on the City's website. The public was notified of the opportunity to complete the survey by an announcement in the City's website (www.norwalkca.gov) and in the November edition of the City's monthly newsletter, *Norwalk Now*.

The Survey's purpose was to garner insights on the respondents' housing needs and their opinions on the community's housing needs.

As of December 4, 2013, 27 respondents stated that they lived in the City. However, only 22 proceeded to answer the survey questions. A summary of the responses are as follows:

Household Characteristics

- 31.8% stated that they have lived in the City five years or less
- 27.3% stated that they have lived in the City more than 20 years
- 68.2% were owners versus 31.8% renters
- Nearly half (45.5%) stated that they had monthly incomes below \$4,000
- Twelve of the 22 (54.5%) that responded to the question regarding size of their household stated that there were 5+ persons

Household Assistance Needs

- Only one respondent stated that they need accessibility modifications (grab bars, ramps or other accessibility modifications)

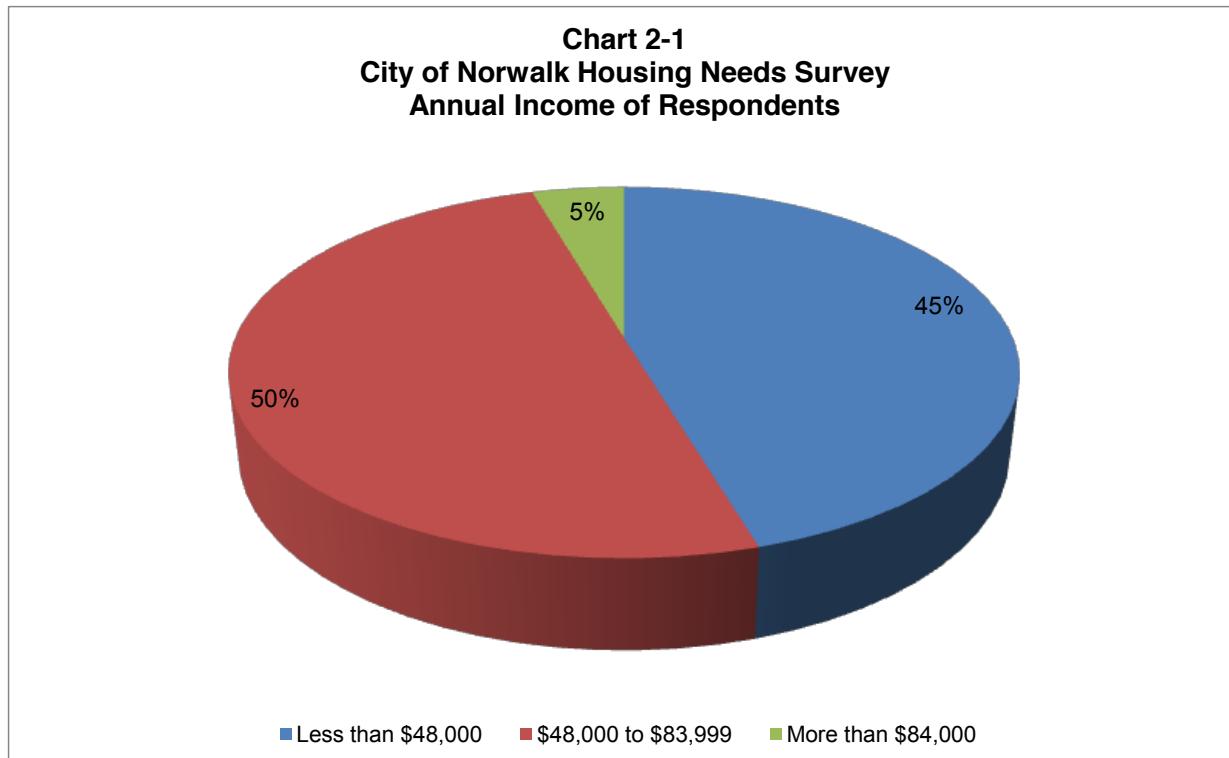
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- Eleven of the 19 that responded to the question stated that they needed help with home repairs and maintenance
- One half of those that responded to the question stated that they needed a larger place to live
- One half of those that responded to the question stated that their month housing costs were too high
- Only one that responded to the question stated that they needed in home healthcare

Housing Program Suggestions

- Increase housing code enforcement 27.3%
- Mobile home repair and rehabilitation 4.5%
- Single-family home repair and rehabilitation 68.2%
- Assistance with monthly housing costs 40.9%
- Assistance to modify my home 54.5%
- First time homebuyer assistance: 31.8%
- New senior housing 22.7%
- New family housing 40.9%
- Housing for disabled persons 4.5%
- Other 18.2%

As stated above, nearly half of the respondents had monthly incomes below \$4,000 (\$48,000 annually). Chart 2-1 below illustrates a breakdown of annual income of the 22 respondents.



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2. Community Stakeholder Outreach

a. Norwalk Senior Center

The Director of Social Services reports that there has been a steady increase during the past few years in the number of seniors attending the Center. Seniors often express concerns about loneliness and isolation and come to the Center to interact with people and partake in recreational activities. Among the housing concerns of seniors attending the Center are:

- Finding affordable housing
- Maintaining their homes due to lack of money or being too frail
- Problems with exterior maintenance (tree trimming) because too frail
- Need to repair their residences
- High cost of utilities

In order to resolve some of these concerns, some seniors are looking for a roommate to share costs.

b. Norwalk Churches

Forty-six churches are located in Norwalk. A random sample was selected for survey purposes and eight surveys were completed. The eight churches serve a total of 7,300 persons. Opinion regarding housing varied and two churches did not regard housing as a major concern. However, the majority of pastors and church contacts offered the following specific examples of housing needs:

- When I retire as pastor I would have to move out of state because it is too expensive in California.
- Norwalk is meeting needs for seniors but necessarily for low income families. I am not aware of any projects for single parents with families.
- Need transitional housing for displaced families.
- Housing at a reasonable cost
- Probably a need for more senior housing
- Way too much substandard housing
- Overcrowding (more than one family in an apartment)

Three of the eight churches surveyed provide limited emergency shelter services such as hotel lodging. Two of the eight churches mentioned they refer folks in need to the Norwalk Social Services.

c. Fair Housing Foundation

The Fair Housing Foundation (FHF), located in Long Beach, provided fair housing information for the Housing Element. Through its Outreach and Education Program, the FHF:

- Provided information to Senior Center clients on accommodations and modifications for persons with disabilities and information on fair housing laws
- Conducted Tenant Rights Workshops at the Norwalk Social Services Center
- Conducted a Landlord Workshop at the Norwalk Social Services Center
- Processed six housing discrimination cases

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The *2013-2021 Housing Element* includes action programs involving the FHF to provide fair housing services and fair housing information.

d. Harbor Regional Center

- The Harbor Regional Center is one of 21 Regional Centers located in California under contract with the California Department of Developmental Services
- Offices are located in Long Beach and Torrance
- The Harbor Regional Center provides support, information and services to developmentally disabled people
- Norwalk is located within the service area of the Harbor Regional Center

The *2013-2021 Housing Element* includes an action program to complete outreach and information services in cooperation with the Harbor Regional Center.

The community stakeholder interviews reveal a diverse set of housing needs. The *2013-2021 Housing Element* includes programs to address a portion of these needs. Because of diminished housing resources, only a limited number of persons, families and homeless can be assisted during the eight-year planning period.

3. Social Services Commission Public Hearings

The Commission is comprised of low and moderate income residents who the City Council has delegated responsibility to provide public input and guide the development of the Consolidated Plan, Annual Action Plan, Housing Element as well as housing programs for low and moderate income residents.

The Commission conducted a Public Hearing in March 2013. The Commission was informed of the Housing Element process. The Commission took action to encourage the City to continue and expand its housing rehabilitation efforts and to continue funding for homeless and supportive services. The Commission's action/recommendations were subsequently incorporated into the *Draft 2013-2021 Housing Element*.

4. Planning Commission Public Meetings

During the past year, the Planning Commission has held numerous meetings on the Housing Element Update. The meetings were opened to the public and the public was notified by announcements on the City's website. Additionally, outreach was made to the owners of the sites considered for re-zoning to the R-4 designation. Table 2-1 lists and describes all the Planning Commission meetings held between September 2012 and July 2013.

The Planning Commission conducted a public meeting on the *Draft 2013-2021 Housing Element* on September 11, 2013. The Planning Commission accepted the document and authorized staff to move forward.

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5. City Council Public Meetings

The City Council also held public meetings on the Housing Element Update. Table 2-1 also lists and describes the City Council meetings held in August 2013. The City Council conducted a public meeting on the *Draft Housing Element* on October 1, 2013.

Table 2-1
City of Norwalk
2013-2021 Housing Element Meeting Summaries

| Date | Discussion |
|--------------------|--|
| September 12, 2012 | Staff provided the Planning Commission with background regarding the preparation of the Housing Element update, due in October 2013, and discussed optional strategies for meeting State mandated affordable housing requirements. |
| January 9, 2013 | Planning Commission and staff continued its discussion regarding the Housing Element update and site suitability requirements for potential sites for rezoning to meet the City's lower income housing units allocation. The Planning Commission directed staff to provide specific site information for potential sites to be rezoned to allow high density multi-family residential developments in the following types of categories: churches, schools, and commercial, industrial and government sites. |
| February 13, 2013 | Planning Commission preliminarily selected several commercial, industrial, schools, churches and government sites to potentially rezone to allow high density multi-family residential developments to meet State mandated housing requirements. Staff was instructed to present additional information on the sites for further evaluation to assist them with selecting the most appropriate sites that will potentially proceed into the rezoning process. |
| March 13, 2013 | Planning Commission evaluated the previously selected sites to potentially rezone to meet State laws, including commercial, industrial, schools, churches and government sites, and reduced the list by selecting sites where high density multi-family housing would be most appropriate. Staff was instructed to group the sites into categories and calculate the total number of units that the selected sites can accommodate by type for further evaluation. |
| April 10, 2013 | Planning Commission selected three (3) sites for potential rezoning, including: 1) Shopping Center at southwest corner of Alondra & Maidstone at 15900 Gard Avenue; 2) Religious Institution and single-family residence located northwest of the 105 Fwy and west of Studebaker at 12719-39 Studebaker Road; and 3) Low-Density Residential Sites and vacant parcel near northwest corner of Excelsior and Pioneer at 14807-15 Pioneer Boulevard. Planning Commission determined that rezoning efforts should occur prior to the adoption of the Housing Element in order to have the zoning in place within current Housing Element cycle. |

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Table 2-1 continued
City of Norwalk
Housing Element Meeting Summaries

| Date | Discussion |
|-----------------|--|
| May 2013 | Weekly Memos were submitted to the City Council to inform them of the Planning Commission's direction and staff's intent to send a letter to the property owners regarding potential resignation of their properties. |
| June 11, 2013 | Staff mailed letters to property owners of sites selected informing of them of potential redesignation of their property to allow high density residential uses. |
| June 19, 2013 | Staff received a letter from the Department of Housing and Community Development (HCD) indicating that the candidate sites selected by the Planning Commission would provide sufficient capacity to accommodate the City's 4 th and 5 th cycle housing need. |
| June 26, 2013 | At a public meeting, the Planning Commission held a discussion of the housing element and rezoning timeline. |
| July 10, 2013 | Planning Commission held a public hearing regarding Text Amendment No. 298, General Plan Amendment No. 168 and Zone Change No. 343 to establish an R-4 zone and rezone 3 sites to allow high density residential uses. At that meeting, the Planning Commission recommended that the City Council approve the project. |
| August 6, 2013 | City Council held a public hearing to consider Text Amendment No. 298, General Plan Amendment No. 168 and Zone Change No. 343. At that meeting, the City Council continued the public hearing to the meeting of August 20, 2013. |
| August 20, 2013 | At the continued public hearing, the City Council introduced the ordinances to approve Text Amendment No. 298, General Plan Amendment No. 168 and Zone Change No. 343, to establish an R-4 zone and rezone 2 sites to allow high density residential uses. |
| August 29, 2013 | At an adjourned regular meeting, the City Council conducted a second reading of the ordinances to adopt Text Amendment No. 298, General Plan Amendment No. 168 and Zone Change No. 343 |

6. Public Review of the Draft Housing Element

As part of the public participation efforts that the City is putting forth, a copy of the Draft Housing Element has been made available for public review and comment on the City's website (www.norwalkca.gov), at the Community Development Department, and at the Alondra and Norwalk Libraries. An announcement of the completion and availability of the Draft Housing Element was placed on the November edition of the City's monthly newsletter, *Norwalk Now*, and in the *Los Cerritos Community News*.

7. Planning Commission and City Council Public Hearings

The Public Hearings before the Planning Commission and City Council offered another opportunity for the public to comment on the *Draft Housing Element*. Community stakeholders

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were notified by the Planning Division of the opportunity to comment on the *Draft Housing Element* at the scheduled public hearings.

B. CHALLENGES TO ADDRESSING THE COMMUNITY'S HOUSING NEEDS

At the beginning of the prior planning period – July 1, 2008 – Norwalk was in a much better position to address the community's housing needs. Years before the prior planning period began; the City had established a Redevelopment Agency and had accumulated financial resources in the Low and Moderate Income Housing Fund. Additionally, the Norwalk Housing Authority was maintaining its volume of Section 8 Housing Choice Vouchers. Now almost five years later as Norwalk enters the new planning period it faces the challenge of diminishing resources.

1. Reduced Funding for the Section 8 Housing Choice Voucher Program

Sequestration – automatic Federal spending cuts – could impact the resources of the Norwalk Housing Authority has to administer and make housing assistance payments under the provisions of the Section 8 Housing Choice Voucher Program. HUD has warned:

About 125,000 individuals and families, including elderly and disabled individuals, could lose assistance provided through the Housing Choice Voucher (HCV) program and be at risk of becoming homeless. The HCV program, which is administered by state and local public housing agencies (PHAs), provides crucial assistance to families and individuals in renting private apartment units. There may be even more families affected by these sequestration cuts to the extent that PHAs are forced to absorb annual funding losses in less than a full twelve month time frame. In addition, since sequestration will also cut PHA administrative fees for the HCV program, numerous PHAs may find continued operation of the program financially untenable and thus stop operating the program entirely, which will harm even more families and individuals, including homeless veterans.

Source: Written Testimony of Secretary Shaun Donovan, Hearing before the Senate Committee on Appropriations on *The Impacts of Sequestration*, Thursday February 14, 2013

Sequestration has impacted the Norwalk Housing Authority by limiting the ability to lease to the full voucher allocation. Rental assistance through the Section 8 program is being reduced through attrition. If sequestration continues and baseline funding becomes inadequate in 2014, then dramatic actions will need to be taken such as increasing the amounts tenants contribute to rent.

2. City's Loss of Funds to Address Community Housing Needs

The City was forced to dissolve its Redevelopment Agency as of February 1, 2012, and the redevelopment funds that the Agency would have received for affordable housing, among other purposes, was redistributed to the State and other taxing districts. According to the City's Finance Department, the City lost \$6,900,000 in Norwalk Redevelopment Agency Low and

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Moderate Housing Set-Aside Funds and \$9,200,000 in a low income housing bond that the City had issued. According to funding projections contained in the Redevelopment Agency's 5-year Implementation Plan, the total amount that was anticipated to be allocated to the Low and Moderate Housing Set-Aside Fund between 2012 and 2021 is approximately, \$20,247,828.

The City also has experienced significant reductions in funding from the Community Development Block Grant (CDBG) and Home Investment Partnership Act (HOME). In 2011 and 2012, the City experienced a reduction of \$602,176 (36% reduction) in CDBG funds and \$321,000 (56% reduction) in HOME funds that the City would have received annually. When calculating this annual reduction over the span of eight years, the total loss in funding is approximately \$4,817,408 in CDBG funds and \$2,568,000 in HOME funds.

Table 2-2 outlines the total loss in funding for affordable housing that would have been available to the City during the 2013-2021 planning period.

**Table 2-2
City of Norwalk
Affordable Housing Funding Reductions
February 1, 2012 - October 30, 2021**

| Program | Amount Lost |
|---|----------------------|
| Existing Low and Moderate Housing Set-Aside Funds as of February 1, 2012 | -\$6,900,000 |
| Existing Housing Bonds as of February 1, 2012 | -\$9,200,000 |
| Projected Low and Moderate Housing Set-Aside Funds from February 1, 2012 - October 30, 2021 | -\$17,755,000 |
| Projected CDBG funds from February 1, 2012 - October 30, 2021 | -\$4,817,408 |
| Projected HOME funds from February 1, 2012 - October 30, 2021 | -\$2,568,000 |
| Total Loss | -\$41,240,408 |

The City has experienced a total loss of approximately \$41.2 million that was anticipated to be used to provide affordable housing during the 2013-2021 planning period. In absence of Norwalk Redevelopment Agency Low and Moderate Housing Set-Aside Funds, and reduced CDBG and HOME Program funds, the City is actively seeking replacement funding sources to recover lost funding in efforts to continue facilitating affordable housing. But, given the economic downturn which has forced Federal and State agencies to reduce funding available to cities, it is unlikely that the City will be able to recover 100% of funding that was lost. Despite this circumstance, the City will make attempts to seek replacement funding assistance for affordable housing.

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3. California Homes and Jobs Act

The California Homes and Jobs Act of 2013 would place a fee of \$75 on the recordation of real estate related documents — excluding home sales — raising \$500 million annually for state investment in affordable home production and leveraging an additional \$2.78 billion in federal, local, and bank investment in homes and jobs for Californians. If enacted, monies generated by the fee would be placed in a Trust Fund that would support the –

...development, acquisition, rehabilitation, and preservation of housing affordable to low- and moderate income households, including, but not limited, to emergency shelters, transitional and permanent rental housing, including necessary service and operating subsidies; foreclosure mitigation; and homeownership opportunities.

If the California Homes and Jobs Act of 2013 is enacted, it may be possible that resources could become available so a developer could seek funding for an affordable housing development to be located in Norwalk. Efforts are to be made, according to the Act, “to promote a geographically balanced distribution of funds.”

The California Homes and Jobs Act passed both the Assembly Housing and Community Development and Assembly Labor and Employment Committees. After the August 30, 2013 Assembly Appropriations hearing, SB 391 remains on track for passage in 2014. Bill author Senator Mark DeSaulnier reported that the California Homes and Jobs Act will remain on the Assembly Appropriations Committee's calendar while work is done to strengthen the bill, then move forward early in the new year. Because this is the first year of a two-year session, bills introduced in 2013 have until the end of the 2014 session to pass both houses

C. HOUSING ELEMENT SUMMARY

Table 2-3 on the next page shows the initiatives that will be undertaken to meet the seven program objectives of the State housing element law. As noted above, resources to address housing needs have dwindled leaving the City in a much poorer position than it was five years. The most recent major change to the Housing Element Law requires an analysis of the needs of developmentally disabled persons. Program #8 - Developmentally Disabled Outreach Program – addresses the new requirement.

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Table 2-3
City of Norwalk
2013-2021 Housing Element
Housing Program Outline
List of Specific Individual Programs by Program Category

| Program Category | Specific Individual Program |
|---|---|
| Category 1 – Identify Housing Sites to Accommodate the City’s Share of the Regional Housing Need | 1. Land Use Element/Zoning Map/Project Implementation 2. Lot Consolidation Incentives Program 3. No Net Loss Program 4. Zoning Ordinance Amendments to Encourage a Variety of Housing Types |
| Category 2 – Assist in the Development of Lower Income and Moderate Income Housing | 5. Section 8 Housing Choice Voucher Program (Rental Assistance) 6. Affordable Housing Density Bonus Program 7. Affordable Housing Developer Partnership Program 8. Developmentally Disabled Outreach Program 9. Homeless and Extremely Low Income (ELI) Program |
| Category 3 – Remove Governmental Constraints to the Maintenance, Improvement and Development of Housing | 10. Parking and Development Cost Study 11. Parking Space Reductions for Affordable and Special Needs Housing 12. Revise Zoning Ordinance Family Definition 13. Adopt a Zoning Ordinance Reasonable Accommodation Procedure |
| Category 4 – Conserve and Improve the Existing Stock of Affordable Housing | 14. Housing Code Enforcement Program 15. CDBG Residential Rehabilitation Program 16. HOME Housing Improvement Program |
| Category 5 – Promote Housing Opportunities for All Persons | 17. Fair Housing Services Program 18. Fair Housing Information Program 19. Norwalk Housing Authority Fair Housing Program 20. Assessment of Fair Housing (AFH) |
| Category 6 – Preserve Assisted Housing at Risk of Conversion to Market Rate Housing | 21. At-Risk Housing Preservation Program |
| Category 7 – Promote Energy Conservation | 22. Energy Conservation Program |

SECTION 3 HOUSING PROGRAM

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Draft 2013-2021 Housing Element of the General Plan
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A. INTRODUCTION

Government Code Section 65583(c) requires that a housing element include:

A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element....

SB 375 changed the program period to eight years (October 15, 2013 to October 15, 2021).

The housing program must:

- Identify Actions to Make Sites Available to Accommodate the City's Share of the Regional Housing Need [Government Code Section 65583(c)(1)]
- Assist in the Development of Adequate Housing to Meet the Needs of Extremely Low-, Very Low-, Low- and Moderate Income Households [Government Code Section 65583(c)(2)]
- Address and, Where Appropriate and Legally Possible, Remove Governmental Constraints to the Maintenance, Improvement and Development of Housing [Government Code Section 65583(c)(3)]
- Conserve and Improve the Condition of the Existing Stock of Affordable Housing [Government Code Section 65583(c)(4)]
- Promote Housing Opportunities for All Persons Regardless of Race, Religion, Sex, Marital Status, Ancestry, National Origin, Familial Status, or Disability [Government Code Section 65583(c)(5)]
- Preserve for Lower Income Households Assisted Housing at Risk of Conversion to Market Rate Housing [Government Code Section 65583(c)(6)]
- Promote Energy Conservation [Government Code Section 65583(a)(8)]

For each of the seven program categories listed above, Section 3 presents:

- A summary of the program category's housing needs. Each housing need (e.g., cost burden, housing rehabilitation) is discussed in greater detail in Appendix A.
- A statement of the program category's housing goals, policies and objectives.
- A description of the program category's individual programs that will be implemented during the 2013-2021 planning period.

Table 3-1 presents a summary description of the individual programs of each program category as follows:

- Individual Program Title
- Responsible Implementing Agency
- Objective
- Time Schedule
- Funding Source(s)

Under the Responsible Implementing Agency column, CDD refers to Community Development Department.

The 22 individual programs are described in greater detail on pages 3-4 through 3-23.

SECTION 3 – HOUSING PROGRAM: NEEDS, GOALS, POLICIES, OBJECTIVES & PROGRAMS

Table 3-1
City of Norwalk
2013-2021 Housing Program Summary

| Individual Programs | Responsible Implementing Agency | Objective | Time Schedule | Funding Source(s) |
|--|---|---|---|--|
| Adequate Housing Sites | | | | |
| 1. Land Use Element/Zoning Map/Project Implementation | Planning Division of CDD | Sites to meet RHNA of 201 housing units | Ongoing from 2013-2021 | General Fund for Planning Division staff |
| 2. Lot Consolidation Incentives Program | Planning Division of CDD | Establish program | July 1, 2014 Ongoing from 2014-2021 | General Fund for Planning Division staff |
| 3. No Net Loss Program | Planning Division of CDD | Establish procedure | July 1, 2014 Ongoing from 2014-2021 | General Fund for Planning Division staff |
| 4. Zoning Ordinance Amendments to Encourage a Variety of Housing Types | Planning Division of CDD | Adopt amendments | January 2015 Ongoing from 2015-2021 | General Fund for Planning Division staff |
| Affordable Housing | | | | |
| 5. Section 8 Housing Choice Voucher Program (Rental Assistance) | Norwalk Housing Authority | 700 +/- lower income families | Ongoing from 2013-2021 | Funds from the U.S. Department of Housing and Community Development |
| 6. Affordable Housing Density Bonus Program | Planning Division of CDD | 20 density bonus units | Enact Density Bonus Ordinance by July 1, 2014 Ongoing from 2014-2021 | General Fund for Planning Division staff |
| 7. Affordable Housing Developer Partnership Program | Planning Division of CDD | Implement program | January 2015 Ongoing from 2015-2021 | General Fund for Planning Division staff |
| 8. Developmentally Disabled Outreach Program | Planning Division of CDD Harbor Regional Center | Implement program | January 2016 Ongoing from 2016-2021 | General Fund for Planning Division staff |
| 9. Homeless and Extremely Low Income (ELI) Program | Planning Division of CDD Norwalk Housing Authority Social Services Department | Implement homeless and ELI programs | Ongoing from 2013-2021 | General Fund for Planning Division Staff and Social Services Department staff plus HUD funds |

SECTION 3 – HOUSING PROGRAM: NEEDS, GOALS, POLICIES, OBJECTIVES & PROGRAMS

Table 3-1 continued
City of Norwalk
2013-2021 Housing Program Summary

| Individual Programs | Responsible Implementing Agency | Objective | Time Schedule | Funding Source(s) |
|---|---|--|------------------------|---|
| Remove Governmental Constraints | | | | |
| 10. Parking and Development Cost Study | Planning Division of CDD | Complete study | July-December 2014 | General Fund for Planning Division staff |
| 11. Parking Space Reductions for Affordable and Special Needs Housing | Planning Division of CDD | Implement program | Ongoing from 2013-2021 | General Fund for Planning Division staff |
| 12. Revise Zoning Ordinance Family Definition | Planning Division of CDD | Amend the Zoning Ordinance | January 2015 | General Fund for Planning Division staff |
| 13. Adopt a Zoning Ordinance Reasonable Accommodation Procedure | Planning Division of CDD | Adopt procedure | January 2015 | General Fund for Planning Division staff |
| Improve Housing Conditions | | | | |
| 14. Housing Code Enforcement Program | Property Maintenance Division of CDD Norwalk Housing Authority | 2-5 new cases per month | Ongoing 2013-2021 | General Fund for Property Maintenance Division staff |
| 15. CDBG Residential Rehabilitation Program | CDBG Division of CDD | 400 homes rehabilitated | Ongoing 2013-2021 | HUD CDBG funds for CDBG Division staff |
| 16. HOME Housing Improvement Program | CDBG Division of CDD | 100 homes improved | Ongoing 2013-2021 | HUD HOME funds for CDBG Division staff |
| Promote Fair Housing | | | | |
| 17. Fair Housing Services Program | CDBG Division of CDD Fair Housing Foundation (FHF) | 850 households and 40 housing discrimination cases | Ongoing 2013-2021 | HUD CDBG funds for CDBG Division staff and FHF services |
| 18. Fair Housing Information Program | CDBG Division of CDD Fair Housing Foundation (FHF) | Disseminate Information (brochures, flyers, workshops) | Ongoing 2013-2021 | HUD CDBG funds for CDBG Division staff and FHF services |

Table 3-1 continued
City of Norwalk
2013-2021 Housing Program Summary

| Individual Programs | Responsible Implementing Agency | Objective | Time Schedule | Funding Source(s) |
|---|--|---|-------------------|--|
| Promote Fair Housing-Continued | | | | |
| 19. Norwalk Housing Authority Fair Housing Program | Norwalk Housing Authority | Implement fair housing goals, policies and objectives | Ongoing 2013-2021 | HUD funds for Norwalk Housing Authority staff |
| 20. Assessment of Fair Housing (AFH) | CDBG Division of CDD Norwalk Housing Authority | Complete AFH | October 2014 | HUD funds for CDBG Division staff and Housing Authority |
| Preserve Assisted Housing at Risk of Conversion to Market Rate Housing | | | | |
| 21. At-Risk Housing Preservation Program | Planning Division of CDD Norwalk Housing Authority | Preserve 48 affordable housing units | Ongoing 2013-2021 | General Fund for Planning Division Staff and HUD funds for Norwalk Housing Authority |
| Promote Energy Conservation | | | | |
| 22. Energy Conservation Program | Planning Division of CDD and Norwalk Housing Authority | Reduce energy consumption | Ongoing 2013-2021 | General Fund for Planning Division Staff and HUD funds for Norwalk Housing Authority |

PROGRAM CATEGORY #1:

DESCRIBE ACTIONS TO MAKE SITES AVAILABLE TO ACCOMMODATE THE CITY'S SHARE OF THE REGIONAL HOUSING NEED AND ENCOURAGE THE DEVELOPMENT OF A VARIETY OF HOUSING TYPES

Government Code Section 65583(c)(1) states that the housing program must:

Identify actions that will be taken to make sites available during the planning period of the general plan with appropriate zoning and development standards and with services and facilities to accommodate that portion of the city's ... share of the regional housing need for each income level that could not be accommodated on sites identified in the inventory ... without rezoning...

Sites shall be identified as needed to facilitate and encourage the development of a variety of types of housing for all income levels, including multifamily rental housing, factory-built housing, mobilehomes, housing for agricultural employees, supportive housing single-room occupancy units, emergency shelters, and transitional housing.

1. Housing Needs, Goals, Policies and Objectives

SCAG's Regional Housing Needs Assessment has allocated a new housing construction need to Norwalk of 201 housing units, as follows:

SCAG'S Regional Housing Needs: January 2014 – October 2021

| Extremely Low | Very Low | Low | Moderate | Above Moderate | Total |
|----------------------|-----------------|------------|-----------------|-----------------------|--------------|
| 26 | 26 | 31 | 33 | 85 | 201 |

The Sites Inventory and Analysis in Appendix A demonstrates that there are sufficient sites to meet most of the housing needs listed above.

Goals

- Attain a housing supply adequate to meet the needs projected for the City.
- Provide a variety of rental and homeownership housing opportunities for all income groups of the City.

Policies

- Implement the Land Use Element and Zoning Ordinance to achieve adequate sites for all income groups.
- Designate sites that provide for a variety of housing types.
- Facilitate the development of single-family homes to provide homeownership opportunities for moderate- and above moderate-income households.
- Encourage through specific plans, planned unit developments, density bonuses and other incentives the construction of new housing on vacant and underutilized sites.

New Construction Objectives

| Extremely Low | Very Low | Low | Moderate | Above Moderate | Total |
|----------------------|-----------------|------------|-----------------|-----------------------|--------------|
| 5 | 5 | 10 | 50 | 130 | 200 |

The new construction objective is based on SCAG's projection of household growth during the planning period. Income group objectives allocated as follows: 20 density bonus units for the three lower income groups and 180 market housing units for the moderate and above moderate income groups. The allocation between these two income groups is proportional based on the Regional Housing Needs Assessment (e.g., 33 divided by 33+85 times 180).

2. Housing Programs

Program #1 – Land Use Element/Zoning Map/Project Implementation

This program implements the Land Use Element, Zoning Map and project approvals for sites that accommodate the above moderate, moderate and lower income housing needs allocation.

SECTION 3 – HOUSING PROGRAM: NEEDS, GOALS, POLICIES, OBJECTIVES & PROGRAMS

The Sites Inventory and Analysis demonstrates sufficient sites to accommodate the projected housing needs, as follows:

- Sites having a combined capacity of 136 housing units accommodate the above moderate income housing need of 85 housing units. The sites include approved developments, vacant sites, and underutilized sites.
- Eight underutilized sites of 30,000 square feet or more have a combined capacity of 70 housing units which accommodate the moderate income housing need of 33 housing units.
- Two sites with a combined capacity of 100 housing units accommodate the lower income housing need of 83 housing units. Residential densities range from 23 to 30 dwellings per acre.

Program #1 will be administered by the Planning Division throughout the 2013-2021 planning period.

Program #2 – Lot Consolidation Incentives Program

Lot consolidation of parcels zoned multi-family will increase housing capacity and create quality developments. The City will play an active role in facilitating lot consolidation, particularly as it relates to the R-4 zoned sites. The development standards of the R-4 Zone require a minimum lot size of 25,000 square feet and a minimum lot width of 100 feet. A minimum lot size of 25,000 square feet ensures that no less than 16 housing units can be accommodated on such parcels. Some R-4 zoned parcels are less than 25,000 square feet and, therefore, lot consolidation will result in larger multi-family developments that will provide quality housing.

Incentives offered for lot consolidation could include:

- Hold informal workshops/learning sessions with property owners and developers
- Lot consolidation requests will be processed ministerially.
- Waiving of the application fee for parcel mergers
- Development of conceptual plans on consolidated lots

The lot consolidation procedure and incentives will be posted on the City's website.

The City will establish the Lot Consolidation Incentives Program by July 1, 2014.

Program #3 – No Net Loss Program

The No Net Loss Program implements Government Code Section 65863 and is modeled after a program description prepared by HCD. The purpose of the program is to ensure that the sites identified in the *2013-2021 Housing Element* continue to accommodate the City's share of the regional housing need throughout the planning period. The following activities comprise the program:

- Monitor annually the sites inventory to determine the amount, type and size of development on the sites identified in the *2013-2021 Housing Element*.
- Develop and implement a formal ongoing (project-by-project, parcel-by-parcel) evaluation procedure pursuant to Government Code Section 65863
- Report on the number of extremely low, very low, low, moderate and above-moderate income housing units constructed annually.

- Update the vacant and underutilized parcels inventory to assist developers in identifying land suitable for residential development.
- In the event that a site is approved for development of a use or density other than that described in the *2013-2021 Housing Element*, the City will identify sufficient additional, adequate, and available sites with an equal or greater residential density so that there is no net loss of residential unit capacity.

The evaluation procedure to implement Government Code Section 65863 will be established by July 1, 2014. A description of the program accomplishments will be included in the Annual Housing Element Progress Reports. The program will be implemented on an ongoing basis throughout the 2013-2021 planning period.

Program #4 - Zoning Ordinance Amendments to Encourage a Variety of Housing Types

The Planning Division has completed draft Zoning Ordinance amendments to encourage a variety of housing types. A brief summary is presented below of the draft Zoning Ordinance amendments regarding:

- Emergency Shelters
- Transitional Housing
- Supportive Housing
- Single Room Occupancy Housing
- Employee Housing

4.1 Emergency Shelters

Government Code Section 65583(c)(1) requires all cities to enact the following zoning provisions:

- Define emergency shelters based on the Health and Safety Code definition
- Identify a zone in which emergency shelters will be allowed by right
- Adopt development and operational standards for emergency shelters

The zoning provisions will be enacted by January 2015.

4.2 Transitional Housing

Government Code Section 65583(a)(5) requires the City to make explicit the zoning provisions for transitional housing. Transitional housing is defined in Section 50675.2 of the Health & Safety Code as rental housing for stays of at least six months but where the units are recirculated to another program recipient after a set period. Transitional housing, for example, may be designated for a homeless individual, youth exiting the foster care system, or a family transitioning to permanent housing.

The Zoning Ordinance amendments will:

- Include the Health and Safety code definition of transitional housing
- Permit by right transitional housing in all zones that permit residential uses
- Make transitional housing subject to only the same development standards as required of other residential uses in each residential zone

The zoning provisions will be enacted by January 2015.

4.3 Supportive Housing

Government Code Section 65583(a)(5) requires the City to make explicit the zoning provisions for supportive housing. Supportive housing as defined at Section 50675.14 of the Health & Safety Code has no limit on the length of stay, is linked to onsite or offsite services, and is occupied by a target population as defined in Health & Safety Code Section 53260. Services typically include assistance designed to meet the needs of the target population in retaining housing, living and working in the community, and/or improving health and may include case management, mental health treatment, and life skills.

The Zoning Ordinance amendments will:

- Include the Health and Safety code definition of supportive housing
- Permit by right supportive housing in all zones that permit residential uses
- Make supportive housing subject to only the same development standards as required of other residential uses in each residential zone

The zoning provisions will be enacted by January 2015.

4.4 Single Room Occupancy Housing

State law requires zoning ordinances to make provisions for single-room occupancy (SRO) units. There is no official Government Code definition of SRO housing. However, the California Building Code definition of “efficiency dwelling unit” provides the foundation for the City’s approach to defining SRO housing:

- The unit shall have a living room of not less than 220 square feet (20.4 m^2) of floor area. An additional 100 square feet (9.3 m^2) of floor area shall be provided for each occupant of such unit in excess of two.
- The unit shall be provided with a separate closet.
- The unit shall be provided with a kitchen sink, cooking appliance and refrigeration facilities, each having a clear working space of not less than 30 inches (762 mm) in front. Light and ventilation conforming to this code shall be provided.
- The unit shall be provided with a separate bathroom containing a water closet, lavatory and bathtub or shower.

The Planning Division plans to have the SRO housing Zoning Ordinance amendment adopted by January 2015.

4.5 Employee and Farm Employee Housing

California Health and Safety Code Section 17021.5 (Employee Housing Act) requires jurisdictions to permit employee housing for six or fewer employees as a single-family use. HCD guidance indicates that employee housing shall not be included within the zoning definition of a boarding house, rooming house, hotel, dormitory, or other similar term that implies that the employee housing is a business run for profit or differs in any other way from a family dwelling. Jurisdictions cannot impose a conditional use permit, zoning variance, or other zoning clearance of employee housing that serves six or fewer employees that are not required of a family dwelling of the same type in the same zone.

The Zoning Ordinance does not contain an Agriculture Zone and, therefore, none of the land within the City limits is zoned agriculture. Consequently, the provisions of California Health and Safety Code Section 17021.6 (Employee Housing Act) for agricultural workers do not apply to Norwalk. Farm worker housing needs are addressed by existing and new affordable housing some of which could be targeted to meet the needs of this special population group.

The Planning Division will prepare a Zoning Ordinance amendment to provide consistency with the Employee Housing Act. The timeline for enacting the zoning provisions is January 2015.

PROGRAM CATEGORY #2:

ASSIST IN THE DEVELOPMENT OF ADEQUATE HOUSING TO MEET THE NEEDS OF EXTREMELY LOW-, VERY LOW-, LOW-, AND MODERATE- INCOME HOUSEHOLDS

Government Code Section 65583(c)(2) states that a housing program shall:

Assist in the development of adequate housing to meet the needs of extremely low-, very low-, low- and moderate- income households.

The term “development” includes providing for affordability covenants in existing housing and construction of new affordable housing units.

1. Housing Needs, Goals, Policies and Objectives

Cost burden or overpaying, which is defined as spending 30% or more of gross household income for housing including utilities, is the most severe need experienced by lower income households. Cost burden is adversely impacting the quality of life of 4,225 lower income renters and 4,385 lower income owners

There also is need for 83 new lower-income and 33 new moderate- income housing units.

Goals

- Attain a housing market where all families can find adequate housing within their financial means.
- Achieve an assisted housing supply that provides a full range of affordable ownership and rental housing opportunities.

Policies

- Support the Federal and State goal of a decent home and suitable living environment for all of Norwalk’s residents.
- Assist in the provision of housing affordable to extremely low, very low, low and moderate-income households through actions of the City and Norwalk Housing Authority.
- Continue to leverage local resources with private funding and State and Federal housing programs.
- Continue to address the needs of homeless persons.

Housing Assistance Objectives*

| Extremely Low | Very Low | Low | Total |
|---------------|----------|-----|-------|
| 615 | 101 | 16 | 732 |

*Includes Section 8 assisted households (732)

2. Housing Programs

Program #5 – Section 8 Housing Choice Voucher Program (Rental Assistance)

This program, which is operated by the Norwalk Housing Authority (NHA), provides rental assistance to a total of 732 extremely low, very low and low income households. The tenants pay about 30% of their income on rents while the NHA pays to the property owner the difference between the market rent and the tenant payment.

During the 2013-2021 planning period, the NHA plans to address housing needs by:

- Maintaining high voucher utilization levels
- Marketing the program to property owners as needed
- Applying for additional vouchers should they become available
- Pursuing other housing resources and funding
- Promoting economic self-sufficiency and homeownership among program participants as funding permits
- Networking with local agencies providing supportive services to the elderly, disabled, homeless, and other special needs populations
- Affirmatively marketing the program to races and ethnicities shown to have disproportionate housing needs
- Counseling Section 8 tenants as to location of housing units outside areas of poverty or minority concentration
- Project-basing vouchers to assist with the preservation and/or development of affordable housing.

Each year, the NHA adopts an annual plan to guide implementation of the above-mentioned initiatives.

Subject to funding from the U.S. Department of Housing and Urban Development, the NHA will continue this vital program throughout the 2013-2021 planning period.

Program #6 – Affordable Housing Density Bonus Program

The City will prepare an ordinance describing its procedures for implementing the revised density bonus law. SB 1818, which took effect on January 1, 2005, revised the State density bonus law – Government Code Sections 65915-65918. The law requires all cities to *adopt procedures* that describe how compliance with Sections 65915-65918 will be implemented. Density bonuses may be given for affordable housing, senior housing, land donations for affordable housing, and child care facilities.

SECTION 3 – HOUSING PROGRAM: NEEDS, GOALS, POLICIES, OBJECTIVES & PROGRAMS

Density bonus units must be granted – when certain conditions are met by the applicant – for very low-, low-, and moderate-income households as well as senior citizen housing developments. Density bonuses are calculated as follows:

- A 20% bonus for developments with 5% very low-income units and increases that by 2.5% for every percentage of very low-income units above 5%, up to a cap of 35%.
- A 20% bonus for developments with 10% low-income units and increases that by 1.5% for every percentage of low-income units above 10%, up to a cap of 35%.
- A 5% bonus for condo/PUD developments with 10% moderate-income units and increases that percentage by 1% for every percentage of moderate-income units above 10%, up to a cap of 35%.
- A 20% density bonus for a senior citizen housing development. “Senior” and “affordable” housing density bonuses cannot be combined. That is, an applicant only may seek a density bonus from one of the very-low, low, moderate or senior categories.

The Density Bonus Ordinance (DBO) will be enacted early in the planning period – by July 1, 2014 – in order to maximize the opportunity to encourage and facilitate the development of affordable density bonus units. Following adoption of the DBO, the Planning Division will promote Program #6 as follows:

- Prepare a user-friendly brochure explaining the DBO
- Hold annual workshops for land owners and developers.

The quantified objective is 20 density bonus units during the 8-year planning period.

Program #7 – Affordable Housing Developer Partnership Program

The Planning Division will implement an Affordable Housing Developer Partnership Program in order to promote housing for low and moderate income households. The Planning Division has already:

- Compiled a list of affordable housing developers who have developed projects in the Norwalk Housing Market Area.
- Identified the types of affordable housing developed (large family, senior, special needs)
- Type of financing (HOME, Low Income Housing Tax Credits)
- Developer contact information (addresses, lead person(s))

The City will transmit a survey to the affordable housing developers to:

- Determine the kinds of affordable housing communities they believe could/should be developed in Norwalk
- Identify the funding sources they intend to apply for
- Types of assistance that could/should be provided by the City to facilitate affordable housing development (e.g. expedited processing; density bonus units; fee waivers, reductions, or deferrals; reduced parking, etc.)

The goal of this program is to encourage developers to address a variety of Norwalk’s housing needs. This program will be implemented by January 2015 or approximately one year after adoption of the *2013-2021 Housing Element*.

Program #8 – Developmentally Disabled Outreach Program

Chapter 507, Statutes of 2010 (SB 812), which took effect January 2011, amended State housing element law to require the analysis of the disabled to include an evaluation of the special housing needs of persons with developmental disabilities.

HCD guidance indicates that there are a number of housing types appropriate for people living with a developmental disability: rent subsidized homes, licensed and unlicensed single-family homes, inclusionary housing, Section 8 vouchers, special programs for home purchase, HUD housing, and SB 962 homes. The design of housing-accessibility modifications, the proximity to services and transit, and the availability of group living opportunities represent some of the types of considerations that are important in serving this need group.

Through this program, the City will work with the Harbor Regional Center to implement an outreach program that informs families within Norwalk on housing and services available for persons with developmental disabilities. The program could include the development of an informational brochure, including information on services on the City's website, and providing housing-related training for individuals/families through workshops. The City also will work with the Harbor Regional Center to identify funding sources that can address the housing needs of developmentally disabled persons.

This program will be implemented by January 2016 or approximately two years after adoption of the *2013-2021 Housing Element*.

Program #9 – Homeless Services and Extremely Low Income (ELI) Program

9.1 Homeless Services

The Social Services Department offers public assistance programs and services designed to assist low-income Norwalk residents and those in need of emergency shelter or food. According to the Social Services Department, motel vouchers are issued for up to three (3) nights, depending on the circumstance, for emergency lodging for persons in need of temporary shelter. Often times, persons seek this service due to loss in wages, need a place to sleep meanwhile they are admitted into a homeless shelter, unable to afford shelter for themselves and family for small period of time, or the person is chronically homeless and is need of a place to get cleaned up and rest. The City has an agreement with the Guesthouse Inn and Best Western Inn to allow persons with City-issued vouchers to stay at those inns. Prior to entering this agreement, Social Services Department staff conducted inspections to ensure that the establishments were clean and safe.

Many of the constituents who seek assistance from the Social Services Department live at motels. They come in for food assistance, dispute resolutions regarding complaints about the living conditions at motels, advocacy assistance for services through other agencies, and referrals to drug/alcohol rehabilitation facilities, homeless shelters, medical treatment facilities and other public agencies.

The City has taken additional efforts to address the homelessness problem by collaborating with the Gateway Cities Council of Governments, Gateway Connections Program, to offer housing and services to persons who are homeless. This program, along with the Social Services and Community Development Departments and Norwalk Housing Authority, serves as a bridge between those who are in need and resources that are available. These services provide

SECTION 3 – HOUSING PROGRAM: NEEDS, GOALS, POLICIES, OBJECTIVES & PROGRAMS

individuals with alternative housing options, rather than living in a motel room that is not equipped with the amenities needed for basic necessities.

9.2 Extremely Low Income

The needs of extremely low income households are addressed within the framework of the programs administered by the Community Development Department and Norwalk Housing Authority. Each of these entities addresses the needs of low and moderate income households, including extremely low income households. The quantified objectives for extremely low income households are based on individual programs that address the existing and future needs of extremely low income households, as follows:

- Program #5 – Section 8 Rental Assistance - 615 ELI households
- Program #6 - Affordable Housing Density Bonus Program - 5 ELI households
- Program #7 – Developmentally Disabled Outreach Program – an unknown number of developmentally disabled persons and households
- Program #9 – Homeless Services – an unknown number of homeless persons
- Program #14 – CDBG Residential Rehabilitation Program – 100 ELI households
- Program #15 – HOME Housing Improvement Program – 25 ELI households
- Program #19 – At-Risk Housing Preservation Program – 24 ELO households

This program will be implemented throughout the 2013-2021 planning period.

PROGRAM CATEGORY #3:

ADDRESS AND, WHERE APPROPRIATE AND LEGALLY POSSIBLE, REMOVE GOVERNMENTAL CONSTRAINTS TO THE MAINTENANCE, IMPROVEMENT AND DEVELOPMENT OF HOUSING

More specifically, Government Code Section 65583(c)(3) states that a housing program must:

Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities.

The program shall remove constraints to, or provide reasonable accommodations for housing designed for, intended for occupancy by, or with supportive services for, persons with disabilities.

1. Housing Needs, Goals, Policies and Objectives

The governmental constraints analysis found the following:

- Parking standards may constrain the development of affordable and special needs housing
- Need to revise the “family” definition
- Lack of reasonable accommodation procedure

Goal

- Maintain a barrier-free City process for the maintenance, preservation, improvement and development of housing.
- Provide codes, ordinances, and policies that lead to the improvement of the housing status of residents.

Policies

- Address the special needs of disabled persons through adoption of a reasonable accommodation procedure.
- Complete Zoning Ordinance amendments that address the needs of disabled persons.

Objectives

The housing program efforts do not involve the production or rehabilitation of housing. Therefore, quantified objectives cannot be set for this Program Category.

2. Housing Programs

Program #10 – Parking and Development Cost Study

Four State agencies are now in the process of completing a major *Affordable Housing Cost Study*. That Study is making a determination of how key “cost drivers” contribute to construction costs/development costs of affordable, multi-family housing. Among the key “development standards” cost drivers being examined are:

- Density
- Parking
- Building heights

The *Affordable Housing Cost Study* is due for completion by December 2013. The Planning Division will evaluate the *Affordable Housing Cost Study* and determine if additional studies by the City are needed. If change to current development standards or policies are warranted, the Planning Division will make recommendations to the Planning Commission of any changes that may be needed to reduce the cost of housing while still maintaining quality housing developments.

Recommendations will be forwarded to the Planning Commission by July-December 2014.

Program #11 – Parking Space Reductions for Affordable and Special Needs Housing

During the 2013-2021 planning period, the Planning Division and Planning Commission will continue to offer options for the provision of parking based on specific parking demands of uses.

Zoning Ordinance Section 17.03.060 (adjustments to parking requirements) allows the Planning Commission to reduce the minimum number of required parking spaces for a particular development. Part C of Section 17.03.060 allows such parking space reductions subject to a “parking study” approved by the City Traffic Engineer and Planning Commission. Part C states:

The parking study shall substantiate or justify a request for reduction in parking or outline alternative methods to provide adequate parking, circulation and access for a particular development.

The Zoning Ordinance also permits the adoption of project specific development standards as part of Specific Plan Areas (SPAs) and Planned Unit Developments (PUDs). Examples of this procedure are: SPA No. 14 (density for this housing development was at 50 dwelling units per acre); SPA No. 11 (lower parking requirements); and PUD No. 3 (lower parking requirements).

Each of these procedures allows affordable and special needs and other housing developers to request a reduction in parking standards. The strategies will be implemented throughout the 2013-2021 planning period.

Program #12 – Revise Zoning Ordinance Family Definition

The draft Zoning Ordinance amendments recommend that the City's "family" definition be updated because it refers to related and unrelated persons and places an occupancy limit if a single-family home is occupied by unrelated persons. The City's current definition is inconsistent with fair housing laws.

The City will enact the Zoning Ordinance amendment by January 2015.

Program #13 – Adopt Zoning Ordinance Reasonable Accommodation Procedure

The Federal Departments' of Justice (DOJ) and Housing and Urban Development (HUD) as well as the California Attorney General all encourage cities to adopt a reasonable accommodation procedure. The Office of Attorney General pointed out that while a city may deny a disabled applicant's request from relief under variance or conditional use permit procedures, the procedures may be insufficient to justify the denial when judged in light of the fair housing laws' reasonable accommodations mandate.

A request for reasonable accommodation may include a modification or exception to the rules, standards and practices for the siting, development and use of housing or housing-related facilities that would eliminate regulatory barriers and provide a person with a disability equal opportunity to housing of their choice.

The draft Zoning Ordinance amendments completed to date include a complete Reasonable Accommodation Procedure which is modeled after the recommendations of the Mental Health Advocacy Services, Inc. The City will enact the Zoning Ordinance amendment by January 2015.

Following adoption by the City Council, the reasonable accommodation procedure will be described on the City's website and a brochure will be prominently displayed at the Community Development Department counter. The application for a reasonable accommodation also will be available on-line and at the Community Development Department counter.

**PROGRAM CATEGORY #4:
CONSERVE AND IMPROVE THE CONDITION OF THE EXISTING STOCK OF
AFFORDABLE HOUSING**

Government Code Section 65583(c)(4) states that a housing program shall describe actions to:

Conserve and improve the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public and private actions.

1. Housing Needs, Goals, Policies and Objectives

An estimated 2,800 single-family, condominium and multi-family housing units are need of minor, moderate or major rehabilitation. The one-way neighborhood has the largest share of housing in need of rehabilitation.

Goals

- Attain a housing supply free of substandard housing conditions.
- Conserve and improve the existing stock of affordable housing.

Policies

- Support a code enforcement program to help maintain the physical condition and appearance of neighborhood areas.
- Encourage the retention of existing single-family neighborhoods and mobilehome parks that are economically and physically sound.
- Continue to provide financial assistance to extremely low, very low and low-income families, seniors, and disabled persons so that they can live in homes free of housing deficiencies.
- Continue to provide financial assistance for room additions so that low income, large families can eradicate overcrowded conditions.

Objectives

- Housing code enforcement at an average level of 2-5 new cases per month for all income levels during the 2013-2021 planning period.
- Rehabilitation of 500 existing housing occupied by extremely low-, very low-, and low-income homeowners.

The rehabilitation objective assumes that funding from a non-City source will continue to be available during the planning period. The income category distribution is based on past funding levels and performance of the Community Development Block Grant (CDBG) and Home Investments Partnership (HOME) funded programs.

2. Housing Programs

Program #14 – Housing Code Enforcement Program

The Code Compliance Division focuses on enforcing property maintenance, zoning requirements, building requirements, and related provisions of the Norwalk Municipal Code. The codes help ensure that homeowners and surrounding residents are protected from potential health and safety risks in addition to maintaining Norwalk's aesthetic integrity. Staff is responsible for responding to complaints or inquiries regarding violations of zoning, sign, land use ordinances, and public nuisances as well as being proactive in identifying and initiating cases. Code Compliance Division inspectors are knowledgeable of the Norwalk Municipal Code, California Health and Safety Code and California Building Code. They work closely with homeowners to address property maintenance issues and this cooperation allows for the correction of code violations and helps to preserve the quality of life within the Norwalk's neighborhoods.

In addition, the Norwalk Housing Authority inspects housing through the Section 8 Housing Choice Voucher Program. Housing units are inspected to ensure assisted households live in housing units that meet the Section 8 Housing Quality Standards. Another purpose of the inspections is to ensure that Section 8 units are free of local code violations.

Both code enforcement efforts will continue to be implemented during the 2013-2021 planning period.

Program #15 – CDBG Residential Rehabilitation Program

CDBG funds provide financial incentives and assistance to rehabilitate single-family dwelling and rental structures up to four (4) units. No interest and low interest loans, grants and rebates are offered to lower income families.

A room addition to alleviate overcrowding is an eligible activity and the CDBG Division typically completes two CDBG funded room additions per year.

Based on recent performance, it is projected that 400 homes will be rehabilitated through CDBG funding. This objective translates to an annual average of 50 rehabilitated homes.

Program #16 – HOME Housing Improvement Program

16.1 Zero Percent Deferred Loan Program

This program is available to extremely low income (0-30% AMI) families on a citywide basis and is restricted to single-family homes. Some of the criteria for this loan includes: no interest charged on the loan, no monthly payments, maximum loan amount is \$20,000 (higher loan amounts will be considered on a case by case basis), loan to value must not exceed 80%, loans will not be considered if there is more than one mortgage or encumbrance, the loan is due and payable when the property is sold, refinanced, or title is transferred, and the applicant must own and reside in the home throughout the life of the loan.

16.2 Elderly and Disabled Home Repair Program

This program provides grants to very low-income elderly and permanently disabled or handicapped homeowners. The program will provide essential handicap and general repairs with maximum grant amounts of \$2,000 for mobile homes and \$4,000 for single-family homes.

Overcrowding conditions are eradicated through the HOME funded Housing Improvement Program. Room additions are an eligible improvement under the provisions of this program. About one-third of the HOME-funded projects benefit large families. The costs of most projects that involve room additions to alleviate overcrowding exceed \$100,000.

Based on recent performance, it is projected that 100 homes will be improved through HOME funding. This objective translates to an annual average of 8 to 9 improved homes.

Homeowners are notified of the Residential Rehabilitation and Housing Improvement Programs through the following steps:

- Property Maintenance Officers inform residents that are required to do repairs about the assistance programs available through the CDBG Division.
- Annual Consolidated Plan Action Plan process.
- Display advertisements in the local newspaper.
- Program brochures are available at the Community Development Department, Social Services Department and Senior Center.
- As improvements are being made to homes, neighbors become aware of the programs and call the CDBG Division for information.
- Signs indicating City financial assistance are placed in the front yard of the homes that are rehabilitated.

PROGRAM CATEGORY #5 PROMOTE HOUSING OPPORTUNITIES FOR ALL PERSONS

Section 65583(c)(5) requires that the housing program:

Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

1. Housing Needs, Goals, Policies and Objectives

Federal and State fair housing laws prohibit discrimination in the sale, lease, negotiation, insurance, or financing of housing based on race, color, religion, sex, marital status, familial status, disability, national origin, ancestry, sexual orientation, source of income or other arbitrary factor. Housing discrimination complaints may be filed with HUD; the California Department of Fair Employment and Housing; and the Fair Housing Foundation, which serves many communities including Norwalk.

The Fair Housing Foundation, located in Long Beach, reports annually about five housing discrimination cases. The basis for most complaints is mental or physical disability.

Goal

- Attain a housing market with “fair housing choice” meaning that individuals and families have the information, options, and protection to live where they choose without unlawful discrimination and other barriers related to race, color, religion, sex, familial status, national origin, or handicap.

Policies

- Continue to promote fair housing opportunities through the City’s participation in the Community Development Block Grant Program.
- Promote fair housing through the provision of information and referral services to residents who need help in filing housing discrimination complaints.
- Continue to provide financial resources to promote fair housing in the community.
- Ensure that persons living in Norwalk are not discriminated on the basis of race, religion, sex, marital status, ancestry, national origin, color or other bases protected by State and Federal fair housing laws.

Objectives

- 50 General Housing Counseling/Resolutions
- 10 Inquiries (about possible housing discrimination)
- 5 Cases (opened when counseling and inquiries substantiate possible housing discrimination)

2. Housing Programs

Program #17 – Fair Housing Services Program

Norwalk will contract with the Fair Housing Foundation located in Long Beach to establish, maintain, and advance fair housing choices. The Fair Housing Foundation will continue to assist households with:

- Housing Discrimination Counseling and Investigative Services
- Landlord Tenant Housing Dispute Resolution Services
- Education and Outreach Services

The Fair Housing Foundation also provides community education by speaking to school groups, realtors, apartment managers, and mortgage brokers.

Each year, the Fair Housing Foundation assists about 100 to 120 residents. Most residents (about 80%) need housing counseling and/or assistance in resolving issues with their landlord. The Fair Housing Foundation opens about five housing discrimination cases per year. The planning period quantified objective is fair housing assistance to 850 persons/households.

Program #18 – Fair Housing Information Program

The City will make fair housing information available at City Hall, Chamber of Commerce, Senior Center, Social Services Department, and the Norwalk Public Library. The information will include brochures and other written information that will be obtained from the Fair Housing

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Foundation and other fair housing resources. In addition, the City will make information available on its Website and provide links to additional resources such as the following:

Reasonable Accommodations

Link to the State Department of Fair Employment and Housing's (DFEH) six-minute video on reasonable accommodations for tenants.
<http://www.dfeh.ca.gov/fairHousingVideo.aspx>

Fair Housing Information for New Developments

New multi-family housing with four or more units in a building, in the vast majority of cases, must meet the accessibility requirements of the Fair Housing Act:

Accessibility Requirements for Buildings

<http://www.hud.gov/offices/fheo/disabilities/accessibilityR.cfm>

HUD Fair Housing Act Design Manual

<http://www.huduser.org/publications/destech/fairhousing.html>

"Fair Housing Accessibility First Website"

<http://www.fairhousingfirst.org/index.asp>

The above is a HUD supported website to encourage compliance with fair housing act design and construction requirements.

Zoning Activities Are Also Covered Under Fair Housing Laws

Link to information on the Fair Housing Act as it relates to Group Homes and Local Land Use

Additional HUD Fair Housing Information

HUD Office of Fair Housing and Equal Opportunity
HUD information on Fair Housing as it relates to Senior Housing

The largest number of housing discrimination complaints are filed by disabled persons often due to a lack of understanding by resident apartment managers of the rules for granting reasonable accommodations and reasonable modifications. To continue its efforts at disseminating fair housing information, the City will inform on-site resident apartment managers of the following important documents:

- U.S. Department of Justice, Civil Rights Division and U.S. Department of Housing and Urban Development, Office of Fair Housing and Equal Opportunity, *Joint Statement of the Department of Housing and Urban Development and Department of Justice, Reasonable Accommodations Under the Fair Housing Act*, May 17, 2004
- U.S. Department of Justice, Civil Rights Division and U.S. Department of Housing and Urban Development, Office of Fair Housing and Equal Opportunity, *Joint Statement of the Department of Housing and Urban Development and Department of Justice, Reasonable Modifications Under the Fair Housing Act*, March 5, 2008

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The accessibility requirements of the Fair Housing Act are often misunderstood by developers and builders. To increase a better understanding of these requirements, the City will inform on-site resident apartment managers of the following important document:

- U.S. Department of Housing and Urban Development, Office of Fair Housing and Equal Opportunity and U.S. Department of Justice, Civil Rights Division, *Joint Statement on Accessibility (Design and Construction) Requirements for Covered Multifamily Dwellings Under the Fair Housing Act*, April 30, 2013

Program #18 will be implemented by June-July 2014 or approximately six months after adoption of the Housing Element.

Program #19 – Norwalk Housing Authority Fair Housing Program

The Norwalk Housing Authority's Five-Year PHA Plan has adopted a program to ensure equal housing opportunity. The NHA administers the Section 8 Housing Choice Voucher Program to attain the following adopted goal:

- Ensure equal opportunity and affirmatively further fair housing.

The Housing Authority's objectives include:

- Undertake affirmative measures to ensure access to assisted housing regardless of race, color, religion, national origin, sex, familial status, and disability.
- Undertake affirmative measures to provide a suitable living environment for families living in assisted housing, regardless of race, color, religion, national origin, sex, familial status and disability.
- Undertake affirmative measures to ensure accessible housing to persons with all varieties of disabilities regardless of unit size required.

In addition, the Norwalk Housing Authority implements the following policies:

- Affirmatively market to races and ethnicities that have disproportionate housing needs.
- Provide disabled individuals with more search time to find a suitable housing unit.

Program #20 – Assessment of Fair Housing (AFH)

HUD published in the Federal Register a proposed rule for Affirmatively Furthering Fair Housing (AFFH) on July 19, 2013. The proposed rule, if finalized in its present form, will considerably revise the scope and content of the fair housing analysis required of CDBG funds recipients. The proposed rule will require the preparation of an Assessment of Fair Housing (AFH). The CDBG Division and Norwalk Housing Authority will implement this program by October 2014.

**PROGRAM CATEGORY #6:
PRESERVE LOWER INCOME ASSISTED HOUSING DEVELOPMENTS**

Section 65583(c)(6) mandates that the housing program shall do the following:

Preserve for lower income households the assisted housing developments . . . The program for preservation of the assisted housing developments shall utilize, to the extent necessary, all the available federal, state, and local financing and subsidy programs... except where a community has other urgent needs for which alternative funding sources are not available. The program may include strategies that involve regulation and technical assistance.

1. Housing Needs, Goals, Policies and Objectives

At-risk housing refers to affordable rental housing that may convert to market rate housing between 2013 and 2023. The California Housing Partnership Corporation data base indicates 48 rental housing units located in one apartment community are at-risk of conversion to market rate housing.

Goal

- Preserve the existing supply of affordable housing that is financially assisted by the City, County, State and/or Federal governments.

Policies

- Monitor and protect the supply of affordable housing.
- Ensure the long-term affordability of future affordable housing developments.

Objectives

- Preserve 48 affordable housing units at risk of conversion to market rate housing.

2. Housing Program

Program #21 – At-Risk Housing Preservation Program

The program consists of the following actions:

Monitor Units at Risk: Maintain contact with the owner and manager to monitor the status of the at-risk development since it may lose their Section 8 subsidies.

Work with Potential Purchasers: Where feasible, provide assistance to public and non-profit agencies interested in purchasing and/or managing units at risk.

Tenant Education: The California legislature extended the noticing requirement of at-risk units opting out of low income use restrictions to one year. Within 60 days of a notice of intent to convert at-risk units to market rate rents, the City will work with potential purchasers using HCD's current list of Qualified Entities (<http://www.hcd.ca.gov/hpd/hrc/tech/presrv/>)

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Should the property owner pursue conversion of the units to market rate, the City will ensure that tenants were properly noticed and informed of their rights and that they are eligible to receive Section 8 vouchers that would enable them to stay in their units.

Assist Tenants of Existing Rent Restricted Units to Obtain Section 8 Voucher Assistance: Tenants of housing units with expired Section 8 contracts are eligible to receive special Section 8 vouchers that can be used only at the same property. The City will assist tenants of "at-risk" units to obtain these Section 8 vouchers through the Norwalk Housing Authority.

PROGRAM CATEGORY #7 PROMOTE ENERGY CONSERVATION

Government Code Section 65583(a)(8) states the Housing Element must include:

An analysis of opportunities for energy conservation with respect to residential development. Cities and counties are encouraged to include weatherization and energy efficiency improvements as part of publicly subsidized housing rehabilitation projects. This may include energy efficiency measures that encompass the building envelope, its heating and cooling systems, and its electrical system.

Goal

- Achieve energy conservation during the 2013-2021 planning period.

Policies

- Educate residents, businesses, visitors and governments to reduce energy use and conserve energy;
- Share information and promote programs to encourage behavior changes that lead to lower energy bills.
- Encourage lower energy use and off peak use during hot summer months.
- Promote awareness and education about sustainability and energy conservation through websites, newsletters, and other community and regional outreach opportunities.

Objective

- Reduce energy consumption.

Program #22 – Energy Efficiency Conservation Outreach Program

During the planning period, the City will partner with Los Angeles County to promote the "Energy Upgrade California" program by co-sponsoring workshops so that residents can receive information about home energy efficiency programs to help lower utility bills. In addition, informational booths will be set up during the City's Summer Concerts to promote this program and energy conservation.

Additionally, the City's website will inform residents of the Southern California Edison's "Energy Management Assistance Program" (EMA) which provides services designed to help income-qualified households to conserve energy and reduce their electricity costs. Through this

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program, SCE pays all the costs of purchasing and installing energy efficient appliances and equipment free to homeowners and renters.

The City's website also will inform residents of The Gas Company's energy efficiency rebate program. That program offers rebates to the owners of single family homes, apartments and mobile homes who buy energy efficient appliances.

The Norwalk Housing Authority will continue to implement an energy conservation program throughout the balance of the planning period.

B. SUMMARY OF QUANTIFIED OBJECTIVES

Government Code Section 65583(b) requires the Housing Element to establish quantified objectives *by income group* for the 2013-2021 planning period with regard to: Construction, Rehabilitation, Conservation and Preservation. Table 3-2 below lists the quantified objectives by category and income group.

The construction objective for extremely low, very low and low income households is based on development of the density bonus units (20). The moderate and above moderate construction objective is based on SCAG's growth forecast and then allocated proportionally between the two income groups based on the Regional Housing Needs Assessment (RHNA).

**Table 3-2
City of Norwalk
Quantified Objectives: 2013-2021**

| Category | Extremely Low | Very Low | Low | Moderate | Above Moderate | Total |
|----------------|---------------|----------|-----|----------|----------------|-------|
| Construction | 5 | 5 | 10 | 50 | 130 | 200 |
| Rehabilitation | 125 | 125 | 250 | 0 | 0 | 500 |
| Conservation | 615 | 101 | 16 | 0 | 0 | 732 |
| Preservation | 24 | 12 | 12 | 0 | 0 | 48 |

The rehabilitation objective is based on the number of homes that could be rehabilitated with CDBG and HOME funds.

The conservation objective includes the rental assistance provided by the Norwalk Housing Authority.

The preservation objective refers to maintaining the affordability of 48 rental units in one affordable apartment community.

C. BENEFICIAL IMPACTS

Beneficial impacts will be produced by the Housing Program for individual families as well as the community as a whole.

As the Southern California economy improves, new housing will be constructed to accommodate the needs of all income groups on the sites designated by the Land Use Element and Housing Element. The new housing will not only meet the housing needs (space, cost,

SECTION 3 – HOUSING PROGRAM: NEEDS, GOALS, POLICIES, OBJECTIVES & PROGRAMS

location) of individual families but also generate community benefits by relieving pressures on the existing housing stock and creating a healthy vacancy rate.

Rehabilitated housing will produce beneficial impacts by eliminating substandard conditions and reducing overcrowding. As housing is rehabilitated, neighborhood quality will improve and other families will be encouraged to invest in home improvements.

Conserving housing will benefit families by reducing housing costs and maintaining a housing life style that adds diversity to the community's housing stock. Rental assistance enables poor families to retain more of their income for necessities such as food, utilities, and gas.

Beneficial impacts will result from housing preservation because low income families will be able to maintain their current housing at reduced housing costs. If housing is not preserved, detrimental impacts would be generated such as a reduced vacancy rate, increased cost burdens, and overcrowding.

The City's will expand its efforts to ensure that fair housing exists in the community. Expanded services also will produce beneficial impacts such as educating residents of their rights and informing apartment managers of the obligation to make reasonable accommodations and modifications for disabled persons.

**APPENDIX A
HOUSING NEEDS
SITES, CONSTRAINTS
& PROGRESS REPORT**

City of Norwalk
2013-2021 Housing Element of the General Plan
Appendix A – Housing Needs, Sites, Constraints & Progress
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APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

A. INTRODUCTION

Appendix A provides information on the following required components of a housing element:

- Housing Needs Assessment
- Sites Inventory and Analysis
- Housing Market Constraints Analysis
- Governmental Constraints Analysis
- Implementation Progress

The Housing Needs Assessment (pages A-2 to A-21) discusses:

- Existing Needs (housing condition, cost burdened, crowding, at risk housing)
- Special Needs (elderly, disabled, large families, farmworkers, female householders, and homeless)
- Projected Needs (new construction)

The Sites Inventory and Analysis (pages A-22 to A-36) describes the sites that accommodate the need for lower-income, moderate-income and above moderate-income housing.

The Housing Market Constraints Analysis (pages A-37 to A-46) describes the following components of housing costs:

- Land
- Construction
- Financing
- Existing home sales

The Governmental Constraints Analysis (pages A-46 to A-69) describes actual and potential constraints on housing production and improvement such as:

- Land use controls
- Building codes and their enforcement
- Site improvements
- Fees and exactions required of developers
- Local processing and permit procedures
- *Constraints on housing for persons with disabilities*
- Constraints on meeting regional share housing needs

The Progress Report (pages A-70 to A-82) describes the appropriateness of the goals and policies of the *Draft 2008-2014 Housing Element* and the progress made toward implementation of the programs included in the prior element.

B. HOUSING NEEDS ASSESSMENT

1. INTRODUCTION AND SUMMARY

a. Introduction

In addition to the Introduction and Summary, the Housing Needs Assessment describes the following:

- Part B - *housing characteristics* including the number and types of housing units and the condition of housing.
- Part C – *household characteristics* including the number of households, level of payment compared to ability to pay, and overcrowding.
- Part D - an analysis of existing *affordable housing developments at risk of converting to market rate housing* during the next 10 years.
- Part E - an analysis of *special housing needs* experienced by populations such as the elderly; persons with disabilities including those with developmental disabilities; large families; farmworkers; families with female heads of households; and families and persons in need of emergency shelter.
- Part F - an analysis of *population and employment trends* and of *projections* of existing and projected housing needs for all income levels. The existing and projected needs include the City's *share of the regional housing need*.

b. Summary

Key findings of the Housing Needs Assessment include:

Housing and Household Characteristics and At-Risk Housing

- 28,045 housing units comprise the existing housing stock
- Single-family detached homes comprise about three-fourths (73%) of the existing housing stock
- 2,800 housing units need rehabilitation and about 80 are in need of replacement
- About 65% of housing stock is owner-occupied and 35% is renter-occupied
- About 8,600 lower income households are cost burdened of which 4,800 are severely cost burdened
- About the same number of lower income owners (4,385) are cost burdened as lower income renters (4,225).
- *Almost 5,000 households are crowded – renters comprise about 55% and owners 45% of all crowded households, respectively.*
- Los Alisos North – a 48-unit affordable multifamily rental housing complex – is potentially at-risk of converting to market rate housing

Special Housing Needs

- 12.6% of elderly owners (645/5,111) and 35.3% of elderly renters (635/1,798) are paying more than they can afford for housing
- About 8,000 disabled persons live in Norwalk
- The elderly have the highest rate of disabilities as 38.3% of all people 65 years of age or older report one or more disability

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

- 625 developmentally disabled residents are served by the Harbor Regional Center
- Mental retardation/intellectual disability is the most prevalent condition experienced by 625 developmentally disabled residents
- 24.7% of the large family owners (1,520/6,166) and 41.3% of large family renters (1,130/2,735) are cost burdened
- There are 248 residents employed in a farming occupation
- About 7,000 female householders live in Norwalk, which is slightly more than one fourth (28%) of all the City's householders
- About 5,000 female householders live with a family and 2,000 live alone.
- The City's homeless estimate is 58 persons.

Projected Housing Needs

- The SCAG *2012-2035 Regional Transportation Plan/Sustainable Community Strategy Growth Forecast* projects an increase of 3,600 persons and 300 households between 2008 and 2020
- The SCAG *Growth Forecast* shows an increase in employment of 1,100 jobs between 2008 and 2020
- 201 housing units is the City's share of the regional housing need, which includes 83 units for lower income households

2. HOUSING CHARACTERISTICS

Part 2 provides information on the existing housing stock by occupancy status, numbers and types of housing units, and housing conditions.

a. Existing Housing Stock by Occupancy Status

In January 2013, 27,093 housing units were occupied while 952 dwellings were vacant. The total housing stock is comprised of 28,045 housing units, which is an increase of 491 dwellings since the April 2000 Census. The occupancy status and total housing stock in 2013 is about the same as reported in the April 2010 Census. Table A-1 reports the detailed statistics.

b. Numbers and Types of Units

The number and type of housing units in 2013 is essentially the same as reported by the April 2010 Census. Single-family detached and attached homes comprise almost 80% of the housing stock. Housing units in multi-family structures of five or more dwellings comprise 17.5% of the housing stock. Table A-2 reports the detailed data.

c. Condition of the Existing Housing Stock

There is a relationship between the age of the housing stock and the prevalence of poor housing conditions. For instance, the older a home, the greater is the need for maintenance, repair and/or replacement of key mechanical systems. According to HCD, housing that is 40+ years old is an indicator of the *maximum* rehabilitation need. Table A-3 shows that almost 19,000 housing units (67% of the housing stock) was built in 1969 or earlier. That number overstates the need because many home owners do maintain their homes and the City's housing improvement and code enforcement programs encourage property owners to maintain the housing stock.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-1
City of Norwalk
Housing Stock by Occupancy Status
April 2000, April 2010 and January 2013

| Occupancy Status | Number of Housing Units 2000 | Number of Housing Units 2010 | Number of Housing Units 2013 |
|------------------|------------------------------|------------------------------|------------------------------|
| Occupied | 26,887 | 27,130 | 27,093 |
| Vacant | 667 | 953 | 952 |
| Total | 27,554 | 28,083 | 28,045 |
| Percent Vacant | 2.4% | 3.4% | 3.4% |

Source: Census 2000 Summary File 1 (SF 1), DP-1 Demographic Profile, Housing Occupancy
2010 Census Summary File 1, DP-1 Demographic Profile, Housing Occupancy
State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2013 with 2010 Benchmark* Sacramento, California, May 2013
Table construction by Castañeda & Associates

Table A-2
City of Norwalk
Housing Stock by Type of Unit
April 2000, April 2010 and January 2013

| Type of Unit | Number of Units | | | | | |
|-----------------------------------|-----------------|---------|--------|---------|--------|---------|
| | 2000 | Percent | 2010 | Percent | 2013 | Percent |
| 1 unit, detached | 20,197 | 73.3% | 20,579 | 73.3% | 20,582 | 73.3% |
| 1 unit, attached | 1,412 | 5.1% | 1,255 | 4.5% | 1,255 | 4.5% |
| 2 to 4 units | 823 | 3.0% | 854 | 3.0% | 832 | 3.0% |
| 5+ units | 4,667 | 16.9% | 4,910 | 17.5% | 4,890 | 17.5% |
| Mobile homes, Boat, RV, Van, Etc. | 455 | 1.7% | 485 | 1.7% | 486 | 1.7% |
| Total | 27,554 | 100.0% | 28,083 | 100.0% | 28,045 | 100.0% |

Source: Census 2000 Summary File 3 (SF 3), Table H030 Units in Structure.
State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2013 with 2010 Benchmark* Sacramento, California, May 2013
Table construction by Castañeda & Associates

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-3
City of Norwalk
Age of Housing Stock by Year Built – 2010

| Year Structure Built | Number of Units | Percent |
|----------------------|-----------------|---------|
| 2005 or later | 0 | 0.0% |
| 2000 to 2004 | 538 | 1.9% |
| 1990 to 1999 | 1,283 | 4.6% |
| 1980 to 1989 | 3,112 | 11.1% |
| 1970 to 1979 | 4,284 | 15.3% |
| 1960 to 1969 | 4,912 | 17.5% |
| 1950 to 1959 | 10,216 | 36.4% |
| 1940 to 1949 | 3,152 | 11.2% |
| 1939 or earlier | 587 | 2.1% |
| Total | 28,083 | 100.0% |

Note: The American Community Survey was used to compute the percentage of units in each age cohort. The ACS percentages then were applied to the 2010 Census count of units [28,083] to estimate the number of housing units by year structure built.

Source: *2010 American Community Survey 1-Year Estimates*,
Table B25034, Year Structure Built
Table construction by Castañeda & Associates

A survey was completed in May 2013 of housing conditions in the City's oldest neighborhood, which is called the one-way neighborhood because of its numerous one-way streets. The neighborhood is bounded by the following streets: Pioneer Boulevard, Alondra Boulevard, Norwalk Boulevard and Hopland Street. There are about 900 housing units located in this neighborhood. Almost all of the 900 homes have one or more rehabilitation need such as exterior painting, re-roofing, repair of broken windows, and replacing of wood fences and block walls.

Additional housing units located outside the one-way neighborhood are in need of rehabilitation. For purposes of a quantified estimate, it is assumed that at least 10% (1,900) of the housing stock that is 40 years of age or older are in need of minor, moderate or major repairs. The total estimate of housing rehabilitation needs is, therefore, 2,800 dwellings.

Housing that is beyond reasonable repair or in serious dilapidated condition warrants replacement, not rehabilitation. Based on the *2005-2009 American Community Survey*, SCAG compiled information on the condition of housing. SCAG reports that 82 housing units lacked complete plumbing facilities, which is an indicator of housing in need of replacement.

During the 2013-2021 planning period, the City will continue to address the housing rehabilitation needs of both rental and owner housing units. Annually, through CDBG and HOME funds, the City financially assists the rehabilitation of 50-75 dwelling units. Fewer housing units need replacement; however, some dwellings are replaced with new construction as the recycling of underutilized properties occurs in the private housing market.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

3. HOUSEHOLD CHARACTERISTICS

Part 3 examines the following household characteristics:

- Tenure – owners and renters
- Level of payment compared to ability to pay
- Overcrowding

a. Tenure – Owners and Renters

Tenure refers to whether housing units are occupied by owners or renters. Census 2010 reports 27,130 occupied housing units – 17,671 owners (65.1%) and 9,459 renters (34.9%). Since 2000 the ownership rate decreased slightly from 65.8% to 65.1%. Table A-4 shows that the majority of households 35+ years of age are owners. Conversely, the younger households (15 to 34 years of age) are predominantly renters.

**Table A-4
City of Norwalk
Tenure by Age of Householder-2010**

| Age of Householder | Owner | Percent | Renter | Percent | Total | Percent |
|--------------------|--------|---------|--------|---------|--------|---------|
| 15 to 24 years | 128 | 23.1% | 427 | 76.9% | 555 | 2.0% |
| 25 to 34 years | 1,637 | 43.6% | 2,118 | 56.4% | 3,755 | 13.8% |
| 35 to 44 years | 3,773 | 61.4% | 2,376 | 38.6% | 6,149 | 22.7% |
| 45 to 54 years | 4,472 | 70.7% | 1,851 | 29.3% | 6,323 | 23.3% |
| 55 to 64 years | 3,643 | 74.2% | 1,270 | 25.8% | 4,913 | 18.1% |
| 65 years and over | 4,018 | 73.9% | 1,417 | 26.1% | 5,435 | 20.0% |
| Total | 17,671 | 65.1% | 9,459 | 34.9% | 27,130 | 100.0% |

Source: Census 2010, Summary File 1, Table QT-H2: Tenure, Household Size and Age of Householder
Table construction by Castañeda & Associates

b. Level of Payment Compared to Ability to Pay

Level of payment compared to ability to pay measures the number and percentage of households who are paying more than they can afford for housing. This problem is referred to as “overpaying” or “cost burdened. There are two overpaying measures:

- Cost burden 30% or more of income spent on housing costs
- Severe cost burden 50% or more of income spent on housing costs

1. 2013 Income Limits for Income Groups

Table A-5 shows the 2013 household income limits for four income groups, adjusted by household size –

- Extremely low income : <30% of the County median household income
- Low income: 30%-50% of the County median household income
- Lower income: 50%-80% of the County median household income
- Moderate income: 80%-120% of the County median household income

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-5
Los Angeles County
2013 Annual Income Limits Adjusted by Household Size

| Household Size (# of persons) | Extremely Low Income | Very Low Income | Lower Income | Moderate Income |
|----------------------------------|-------------------------|--------------------|-----------------|--------------------|
| 1 person | \$17,950 | \$29,900 | \$47,850 | \$54,450 |
| 2 persons | \$20,500 | \$34,200 | \$54,650 | \$62,200 |
| 3 persons | \$23,050 | \$38,450 | \$60,750 | \$70,000 |
| 4 persons | \$25,600 | \$42,700 | \$68,300 | \$77,750 |
| 5 persons | \$27,650 | \$46,150 | \$73,800 | \$83,950 |
| 6 persons | \$29,700 | \$49,550 | \$79,250 | \$90,200 |
| 7 persons | \$31,750 | \$52,950 | \$84,700 | \$96,400 |
| 8 persons | \$33,800 | \$56,400 | \$90,200 | \$102,650 |

Source: California Department of Housing and Community Development, Year 2013 Income Limits, February 25, 2013

Table construction by Castañeda & Associates

The income limits are important because they determine eligibility for City programs that provide financial assistance to owners and renters.

Table A-6 shows the annual income and monthly income for a 3-person household in each of the four income groups. For instance, the monthly income of a lower-income 3 person household ranges between \$3,205 and \$5,062. Based on 30% of income expended on housing costs, such households could afford monthly payments in the range of \$961 to \$1,518.

Table A-6
Los Angeles County
Income Limits for a 3-Person Household

| Income Group | Income Limits | Monthly Income |
|----------------|--------------------|-------------------|
| Extremely Low | less than \$23,050 | less than \$1,920 |
| Very Low | \$23,051-\$38,450 | \$1,921-\$3,204 |
| Lower | \$38,451-\$60,750 | \$3,205-\$5,062 |
| Moderate | \$60,751-\$70,000 | \$5,063-\$5,833 |
| Above Moderate | \$70,001+ | \$5,834+ |

Source: Table A-6

Table construction by Castañeda & Associates

2. Cost Burdened and Severely Cost Burdened Owners and Renter.

Overpaying is often cited as one of the major problems confronting the lower income population. Table A-7 shows the total number of households and the number cost burdened and severely cost burdened by income group and household type. In summary:

- There are a total of 3,990 extremely low income renter and owner households (2,645 + 1,345) of which 2,750 (2,020 +730) are cost burdened (>30%). More than three-fourths of the ELI renters are cost burdened.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

- There are a total of 4,045 very low income renter and owner households (1,585 + 2,460) of which 2,885 (1,385+1,500) are cost burdened (>30%). Eighty-seven percent of very low income renters are cost burdened.
- There are a total of 6,345 low income renter and owner households (2,090 + 4,255) of which 3,725 (1,130 + 2,595) are cost burdened (>30%). More than one half of the low income renters are cost burdened.
- There are a total of 14,380 lower income (<80% AMI) renter and owner households of which 9,360 are cost burdened (>30%). Seventy-two percent of all lower income renters are cost burdened.
- There are a total of 27,705 (9,355 + 18,350) households of which 12,490 (4,750 + 7,740) are cost burdened (45%).

Table 7
City of Norwalk
Cost Burdened Households by Income and Household Type

| Household Type/Income Level/Cost Burden | Small Related | Large Related | Elderly | Other | Total Cost Burdened | Percent Cost Burdened | Total Households by Income |
|---|---------------|---------------|---------|-------|---------------------|-----------------------|----------------------------|
| Renters Cost Burden >30% | | | | | | | |
| 0-30% AMI | 600 | 670 | 490 | 260 | 2,020 | 76.4% | 2,645 |
| 30-50% AMI | 825 | 265 | 155 | 140 | 1,385 | 87.4% | 1,585 |
| 50-80% AMI | 565 | 270 | 85 | 210 | 1,130 | 54.1% | 2,090 |
| All Households | 2,090 | 1,260 | 730 | 670 | 4,750 | 50.8% | 9,355 |
| Renters Cost Burden >50% | | | | | | | |
| 0-30% AMI | 490 | 645 | 295 | 250 | 1,680 | 63.5% | 2,645 |
| 30-50% AMI | 275 | 135 | 75 | 90 | 575 | 36.3% | 1,585 |
| 50-80% AMI | 90 | 10 | - | - | 100 | 4.8% | 2,090 |
| All Households | 855 | 820 | 370 | 340 | 2,385 | 25.5% | 9,355 |
| Owners Cost Burden >30% | | | | | | | |
| 0-30% AMI | 225 | 110 | 315 | 80 | 730 | 54.3% | 1,345 |
| 30-50% AMI | 550 | 560 | 295 | 95 | 1,500 | 61.0% | 2,460 |
| 50-80% AMI | 1,505 | 745 | 235 | 110 | 2,595 | 61.0% | 4,255 |
| All Households | 3,895 | 2,085 | 1,050 | 710 | 7,740 | 42.2% | 18,350 |
| Owners Cost Burden >50% | | | | | | | |
| 0-30% AMI | 185 | 95 | 190 | 70 | 540 | 40.1% | 1,345 |
| 30-50% AMI | 425 | 370 | 215 | 55 | 1,065 | 43.3% | 2,460 |
| 50-80% AMI | 700 | 385 | 130 | 55 | 1,270 | 29.8% | 4,255 |
| All Households | 1,550 | 1,020 | 570 | 355 | 3,495 | 19.0% | 18,350 |

Source: HUD User Website, CPD Data, City of Norwalk, 2006-2010 CHAS.

Cost burdened renters can be assisted by the Norwalk Housing Authority's Section 8 Housing Choice Voucher Program which offers rental assistance to extremely low and very low income families. However, there are no funding resources to provide financial assistance to owners who are overpaying.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

c. Overcrowding

Overcrowding refers to too many people occupying a housing unit. It is usually measured by the number of persons per room. The U.S. Census Bureau does not define “overcrowding;” however, it does estimate the number of occupants per room. In regard to the concept of overcrowding, the *American Community Survey* provides the following useful insights:

The intent of the rooms question is to count the number of whole rooms used for living purposes. For each unit, rooms include living rooms, dining rooms, kitchens, bedrooms, finished recreation rooms, enclosed porches suitable for year-round use, and lodger's rooms. Excluded is strip or pullman kitchens, bathrooms, open porches, balconies, halls or foyers, half-rooms, utility rooms, unfinished attics or basements, or other unfinished space used for storage. A partially divided room is a separate room only if there is a partition from floor to ceiling, but not if the partition consists solely of shelves or cabinets.

Occupants per room are obtained by dividing the number of people in each occupied housing unit by the number of rooms in the unit. The figures show the number of occupied housing units having the specified ratio of people per room. *Although the Census Bureau has no official definition of crowded units, many users consider units with more than one occupant per room to be crowded.*

This data is the basis for estimating the amount of living and sleeping spaces within a housing unit. These data allow officials to plan and allocate funding for additional housing to relieve crowded housing conditions. The data also serve to aid in planning for future services and infrastructure, such as home energy assistance programs and the development of waste treatment facilities.

The specific question asked by the *American Community Survey* is:

How many separate rooms are in this house, apartment, or mobile home? Rooms must be separated by built-in archways or walls that extend out at least 6 inches and go from floor to ceiling. INCLUDE bedrooms, kitchens, etc. EXCLUDE bathrooms, porches, balconies, foyers, halls, or unfinished rooms.

With respect to crowded conditions, there are two measures:

- Overcrowding – 1.01 persons or more per room
- Severe overcrowding – 1.51 persons or more per room

Therefore, a housing unit with three bedrooms, a kitchen, a dining room, and a living room would have a total of six rooms. If six persons occupied the housing unit, the number of persons per room would be 1.0 and, consequently, not be overcrowded. However, if seven persons occupied the housing unit, then there would be 1.17 persons per room and the dwelling would be considered overcrowded. Eleven people would need to occupy the same housing unit in order to be considered severely overcrowded (1.83 persons per room).

Crowded households are an indicator of the need for an increase in the number of 3-bedroom apartment units and bedroom additions to owner occupied housing. Table A-8 estimates almost 5,000 crowded households in 2010. Of this total, about 65% (3,208) are “crowded” and 35% (1,725) are “severely crowded” (1.51 or more occupants per room). Renters comprise about 55% and owners 45% of all crowded households, respectively.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-8
City of Norwalk
Crowded and Severely Crowded Households by Tenure: 2010

| Occupants Per Room | Owner | Renter | Total |
|--------------------|-------|--------|-------|
| 1.01 to 1.50 | 1,522 | 1,686 | 3,208 |
| 1.51 to 2.00 | 239 | 527 | 766 |
| 2.01 or more | 454 | 505 | 959 |
| Total | 2,215 | 2,718 | 4,933 |

Sources: *2010 American Community Survey (ACS)*, Table B25014 Tenure by Occupants per Room. 2010 Census Summary File 1, Table QT-H2: Tenure, Household Size and Age of Householder.
 Table construction by Castañeda & Associates

The City's housing improvement programs provide financial assistance to help home owners construct room additions. Relief from crowded housing conditions also happens without governmental intervention. For instance, the 2010 Census reports 3,632 fewer crowded households than the 2000 Census. Table A-9 shows the number of crowded owner and renter households in 2000 and 2010. Between 2000 and 2010 the number of crowded owners decreased by about 2,500 whereas the number of crowded renters decreased by about 1,000.

Table A-9
City of Norwalk
Tenure by Persons per Room Size 2000 and 2010

| Tenure/Persons Per Room | 2000 | Percent | 2010 | Percent ¹ |
|---------------------------------|-------|---------|-------|----------------------|
| Owner occupied: | | | | |
| 1.01 to 1.50 occupants per room | 2,126 | 12.0% | 1,522 | 8.6% |
| 1.51 to 2.00 occupants per room | 1,567 | 8.9% | 239 | 1.4% |
| 2.01 or more occupants per room | 1,084 | 6.1% | 454 | 2.6% |
| Sub-total | 4,777 | 27.9% | 2,215 | 12.6% |
| Renter occupied: | | | | |
| 1.01 to 1.50 occupants per room | 1,273 | 13.8% | 1,686 | 17.8% |
| 1.51 to 2.00 occupants per room | 1,272 | 13.8% | 527 | 5.6% |
| 2.01 or more occupants per room | 1,243 | 13.5% | 505 | 5.3% |
| Sub-total | 3,788 | 41.1% | 2,718 | 28.7% |
| Total | 8,565 | | 4,933 | |

¹Percent of all owner and renter households

Note: Percentages for 2010 are per the *2010 American Community Survey (ACS)*, Table B25014 Tenure by Occupants per Room applied to the number of households by tenure from the 2010 Census Summary File 1, Table QT-H2: Tenure, Household Size and Age of Householder.

Sources: Census 2000, Summary File 3 (SF3), Table H020 Tenure by Occupants per Room. *2010 American Community Survey (ACS)*, Table B25014 Tenure by Occupants per Room. 2010 Census Summary File 1, Table QT-H2: Tenure, Household Size and Age of Householder.

Table construction by Castañeda & Associates

4. AT-RISK HOUSING ASSESSMENT

a. At-Risk Inventory

At-risk housing refers to affordable rental housing that may convert to market rate housing between 2013 and 2023. According to HCD:

Assisted housing developments are multifamily rental housing complexes that receive government assistance under Federal, State, and/or local programs which are eligible to change to market-rate housing due to termination (opt-out) of a rent subsidy contract or other expiring use restrictions (e.g., State or local programs) within the 5-year planning period of the housing element and the subsequent 5-year period. [Emphasis added]

The California Housing Partnership Corporation data base indicates that two at-risk developments are located in Norwalk: Norwalk Christian Towers (185 units) and Los Alisos North (48 units). However, the Towers is now owned by Preservation Partners Development (PPD), a firm that acquires, rehabilitates and preserves “at-risk” affordable housing which were originally developed under HUD financing and direct rental subsidy programs. PPD provides the opportunity to rehabilitate and permanently preserve existing affordable housing assets by offering owners the opportunity to realize ‘market values’ upon sale. PPD utilizes low income housing tax credits and tax exempt bond financing to acquire and rehabilitate “at-risk” housing.

On the other hand, Los Alisos North – which has 28 2-bedroom and 20 3-bedroom units – is due to have its Section 8 assisted units expire in September 2013. Section 8 provides rental assistance to the elderly and families residing in a specific project – that is, project based rental assistance. HCD has explained:

Section 8 contracts, which were originally issued for 15-20 year terms, are now subject to annual renewal. Upon expiration of the Section 8 contract, owners are generally under no obligation to accept a contract renewal and maintain the affordability of the units to lower income households. Section 8 assisted properties include both the HUD older-assisted properties (approximately half of these), and newer assisted properties which were generally financed by HUD under the Section 221(d)(4) program, or by the California Housing Finance Agency (CHFA).

Source: California Department of Housing and Community Development, *Affordable Rental Housing at Risk of Conversion*, page 4

The process of converting affordable housing to market rate housing is a difficult and lengthy process, which requires notices to tenants, local government, local housing authorities and qualified entities. Table A-12 summarizes the State notice requirements.

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Table A-10
State Preservation Notice Requirements
Pursuant to Government Code Sections 65863.10, 65863.11, and 65863.13

| Type of Notice | When | Parties |
|---|--------------------------------------|-------------------------------------|
| Intent to Prepay, Terminate, or Expiration of Subsidies | 6 and 12 Months | Tenants Affected Public Agencies |
| Opportunity to Submit a Purchase Offer | 12 Months | Qualified Entities |
| Notice to Affected Public Agencies | 6 Months | Affected Public Agencies |
| Notice of Any Changes | Within 7 business days of any change | Tenants |

b. Cost Analysis

The cost analysis involves estimates of the costs to preserve or replace the affordable housing units in the event all were converted to market rate housing.

A cost estimate to preserve the housing is difficult to establish because of many unknown factors. Preservation could occur by providing tenant or project based rental assistance to the 48 tenants/housing units located in Los Alisos North. Preservation by means of rental assistance would annually cost an estimated \$432,000 based on average monthly subsidy of \$750 (\$750 x 12 = \$9,000 X 48 = \$432,000). Over a 30-year period, the preservation cost would be \$12,960,000, assuming no change to the monthly rental assistance amount or the need for renovations.

Preservation by means of acquisition and rehabilitation of the at-risk housing units is estimated to cost \$12 million. The \$250,000 per unit acquisition and rehabilitation cost is based on 75% of the average tax new construction cost in Los Angeles County (\$333,715). Source: California Tax Credit Allocation Committee, *Cost Containment and the LIHTC Program*, July 2011 Public Forums.

c. Preservation Resources

Resources that could be available to preserve “at-risk” housing include:

- Low-income Housing Tax Credit Program (LIHTC) - The LIHTC Program provides for federal and state tax credits for private and non-profit developers and investors who agree to set aside all or an established percentage of their rental units at affordable rent levels. These tax credits may also be utilized on rehabilitation projects, contributing to the preservation of at-risk housing.
- Preservation Financing Program, operated through California Housing Finance Agency (CHFA), offers tax-exempt financing for the acquisition or refinancing of a project with an expiring Section 8 contract.
- Section 8 Tenant Protection Vouchers (TPAs)
- HOME Investments Partnerships (HOME) Program
- Community Development Block Grant (CDBG) funds

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

d. Qualified Entities

Pursuant to California Government Code Section 65863.11, owners of government-assisted projects cannot terminate subsidy contracts, prepay a federally-assisted mortgage, or discontinue use restrictions without first providing an exclusive Notice of Opportunity to Submit an Offer to Purchase. This Notice is required to be sent to Qualified Entities at least twelve months prior to sale or termination of use restrictions. Qualified Entities are nonprofit or for profit organizations or individuals that agree to maintain the long-term affordability of projects.

Fifty-two organizations are included in the most recent HCD list of Qualified Entities that have expressed an interest in preserving the affordability of at-risk housing developments located in Los Angeles County.

5. SPECIAL HOUSING NEEDS

Special housing needs refer to the needs of the following populations:

- Elderly
- Persons with disabilities
- Persons with developmental disabilities
- Large families
- Farmworkers
- Families with female heads of household
- Families and persons in need of emergency shelter

a. Elderly

The special housing needs that the elderly potentially experience include, but are not limited, to:

- Affordable housing
- Units with accessibility modifications
- Units with special accommodations for live-in caretakers
- Housing developments that provide on-site supportive services
- Assistance in locating housing or in securing shared housing
- Housing located near transportation, shopping and medical services

The special housing needs of seniors are unique because of the aging process. The housing needs of seniors are often the result of the age, gender, health, and economic status of elderly couples and individuals.

According to the 2010 Census, there are about 6,900 elderly households (62+ years of age) –

- 5,111 owners
- 1,798 renters

Table A-11 shows the number of cost burdened elderly households by tenure and income group.

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Table A-11
City of Norwalk
Cost Burdened Elderly Households by Income and Tenure

| Income Group | Owners | Renters | Total |
|-----------------------|--------|---------|-------|
| Extremely Low (0-30%) | 250 | 365 | 615 |
| Very Low (31-50%) | 155 | 180 | 335 |
| Low (51-80%) | 240 | 90 | 330 |
| Total | 645 | 635 | 1,280 |

Source: U.S. Department of Housing and Urban Development, 2005-2009 CHAS (*Comprehensive Housing Affordability Strategy*)
Table construction by Castañeda & Associates

The HUD CHAS data estimates that 1,280 elderly households are cost burdened – 645 owners and 635 renters.

Therefore, 12.6% of elderly owners (645/5,111) and 35.3% of elderly renters (635/1,798) are cost burdened.

While 645 elderly owners are overpaying, there are no ongoing programs to provide monthly financial assistance to such owners. Some homeowners may benefit from housing rehabilitation programs and some may need financial counseling to reduce overpaying.

Rental housing assistance for elderly renters is available from the Section 8 Housing Choice Voucher Program which is administered by the Norwalk Housing Authority.

b. Persons with Disabilities

Some key special housing needs may include:

- Affordable housing
- Units with accessibility modifications
- Units with special accommodations for live-in caretakers
- Housing developments that provide supportive services
- Units accessible to public transportation
- Assistance in locating housing or in securing shared housing
- Housing with design features that facilitate mobility and independence

The majority of housing units in most communities lack features such as ramps, extra wide doors, raised toilets, hand rails, lowered counters, or slip-resistant floors that would make them suitable for, or readily adaptable, to people with mobility limitations and people using assistive technology. The majority of existing dwellings are inaccessible to people with a mobility impairment.

Table A-12 shows the number and percentage of disabled persons by age group. About 8,000 disabled persons live in Norwalk. The elderly have the highest rate of disabilities as 38.3% of all people 65 years of age or older report one or more disability. Disabilities may include difficulties with hearing; vision; concentrating, remembering, or making decisions; difficulty walking or climbing stairs; self-care difficulty such as difficulty dressing or bathing; or independent living difficulty such as difficulty doing errands alone or visiting a doctor's office or shopping.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-12
City of Norwalk
Disability Status of Civilian Non-institutionalized
Population by Age Group – April 2010

| Age Group | Total Population | Disabled Population | Percent Disabled |
|-------------|------------------|---------------------|------------------|
| < 5 years | 7,416 | 0 | 0.0% |
| 5-17 years | 21,668 | 715 | 3.3% |
| 18-64 years | 65,069 | 3,384 | 5.2% |
| 65 years + | 10,096 | 3,867 | 38.3% |
| Total | 104,249 | 7,965 | 7.6% |

Note: Total population per Census is 105,549 with 1,300 institutionalized persons residing in Norwalk. No institutionalized persons less than 5 years of age are subtracted from the <5 age group, 80 institutionalized persons are subtracted from the 5-17 years age group; 885 institutionalized persons are subtracted from the 18-64 years of age group; 335 institutionalized persons are subtracted from the 65+ age group total.

Sources: 2010 Census Summary File 1, Table P12 Sex by Age (total population by age group)

2010 Census Summary File 1, Table QT-P13 Group Quarters Population by Sex, Age, and Type of Group Quarters: 2010 (institutionalized population by age group)

Source: American FactFinder, U.S. Census Bureau, *2010 American Community Survey 1-Year Estimates, Table S1810, Disability Characteristics*

Table construction by Castañeda & Associates

Disabled householders could benefit from programs that provide assistance to retrofit their homes. As some disabled householders are also cost burdened, rental assistance is another beneficial program.

c. Persons with Developmental Disabilities

According to Section 4512 of the Welfare and Institutions Code a "Developmental disability":

Means a disability that originates before an individual attains age 18 years, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual which includes mental retardation, cerebral palsy, epilepsy, and autism. This term shall also include disabling conditions found to be closely related to mental retardation or to require treatment similar to that required for individuals with mental retardation, but shall not include other handicapping conditions that are solely physical in nature.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The State Department of Developmental Services (DDS) currently provides community based services to approximately 243,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The Harbor Regional Center (HRC), which serves Norwalk, is one of 21 regional centers in the State of California that provides point of entry to services for people with developmental disabilities. The center is a private, non-profit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

About 0.59 percent of California's population is served by the DDS. This percentage applied to Norwalk's population (106,093) yields an estimate of 625 residents who could be served by the HRC. Based on HRC's clients by diagnosis, the most prevalent condition among the City's 625 residents would be mental retardation/intellectual disability. The other most prevalent diagnosis – in rank order - would be autism, epilepsy, cerebral palsy, and other. However, individuals may have more than one diagnosis.

There are a number of housing types appropriate for people living with a development disability: rent subsidized homes, licensed and unlicensed single-family homes, inclusionary housing, Section 8 vouchers, special programs for home purchase, HUD housing, and SB 962 homes. The design of housing-accessibility modifications, the proximity to services and transit, and the availability of group living opportunities represent some of the types of considerations that are important in serving this need group.

Section 3 – Housing Program - describes programs to address the needs of developmentally disabled persons.

d. Large Families

HCD defines large families as consisting of five or more persons. Lower income, large families need three, four or five bedroom housing units at affordable costs. Since housing with these numbers of bedrooms usually command higher costs than smaller units, affordability is another key need of large families/households.

According to the 2010 Census, there are 8,901 large family households –

- 6,166 owners
- 2,735 renters

The HUD CHAS data estimates that 2,650 large family households are cost burdened –

- 1,520 owners
- 1,130 renters

Therefore, 24.7% of the large family owners (1,520/6,166) and 41.3% of large family renters (1,130/2,735) are cost burdened. Table A-13 shows the number of large family households by household size and tenure. Table A-14 shows the number of cost burdened large family households by tenure and income group.

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Table A-13
City of Norwalk
Large Families by Tenure – 2010

| Large Families | Owners | Percent | Renter | Percent | Total | Percent |
|----------------|--------|---------|--------|---------|-------|---------|
| 5 Persons | 2,517 | 67.8% | 1,196 | 32.2% | 3,713 | 41.7% |
| 6 Persons | 1,517 | 68.0% | 714 | 32.0% | 2,231 | 25.1% |
| 7 Persons+ | 2,132 | 72.1% | 825 | 27.9% | 2,957 | 33.2% |
| Total | 6,166 | 69.3% | 2,735 | 30.7% | 8,901 | 100.0% |

Source: American FactFinder, Census 2010, Summary File 1, Table H16: Tenure by Household Size.

Table construction by Castañeda & Associates

Table A-14
City of Norwalk
Cost Burdened Large Families by Tenure and Income Group

| Income Group | Owners | Renters | Total |
|-----------------------|--------|---------|-------|
| Extremely Low (0-30%) | 110 | 545 | 655 |
| Very Low (31-50%) | 445 | 310 | 755 |
| Low (51-80%) | 965 | 275 | 1,240 |
| Total | 1,520 | 1,130 | 2,650 |

Source: U.S. Department of Housing and Urban Development, 2005-2009 CHAS (Comprehensive Housing Affordability Strategy)

Table construction by Castañeda & Associates

e. Farmworkers

HCD guidance indicates that a housing element should estimate the number of permanent and migrant farmworkers within the community. A farm worker is --

- A person who performs manual and/or hand tool labor to plant, cultivate, harvest, pack and/or load field crops and other plant life.
- A person who attends to live farm, ranch or aquacultural animals including those produced for animal products.

Source: State of California, Employment Development Department, Labor Market Information Division Occupational Definition

Because of their predominantly low incomes, housing affordability is an acute need for farmworkers.

Based on the 2005-2009 *American Community Survey*, SCAG estimates that 248 residents are employed in a farming occupation. These “farmworkers” reside in Norwalk and are members of a household and occupy a housing unit. Therefore, they would be included in the estimates of household needs such as cost burdened and crowding.

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f. Female Householders

Some important housing needs of female householders include:

- Affordable housing
- Housing developments that provide supportive services
- Assistance in locating housing or in securing shared housing
- Access to housing which accommodates children
- Access to housing which is designed for security and convenience
- Access to housing near parks and open space to serve the needs of female householders with children.

Table A-15 shows that there are 7,509 female householders live in the City, which represents about one-fourth (28%) of all the City's householders. About 5,050 female householders live with a family and 1,990 live alone. About 15% of all female householders are 65 years of age or older and live alone. Potential housing needs include rental assistance and assistance with home maintenance and repairs for owner female householders living alone.

**Table A-15
City of Norwalk
Female Householders by Tenure – 2010**

| Type of Household | Owner | Renter | Total | Percent |
|-----------------------|-------|--------|-------|---------|
| Family, No Husband | 2,839 | 2,206 | 5,045 | 67.2% |
| Living with others | 246 | 229 | 475 | 6.3% |
| Living Alone | | | | |
| <65 Years | 423 | 409 | 832 | 11.1% |
| 65 Years+ | 643 | 514 | 1,157 | 15.4% |
| Subtotal Living Alone | 1,066 | 923 | 1,989 | 26.5% |
| Total | 4,151 | 3,358 | 7,509 | 100.0% |
| Percent | 55.3% | 44.7% | | |

Source: 2010 Census Summary File 1 (SF 1), Table QT-H3 Household Population and Household Type by Tenure: 2010
Table construction by Castañeda & Associates

g. Families and Persons in Need of Emergency Shelter

According to HUD, a person is considered homeless only when he/she resides in one of the places described below at the time of the count.

- An unsheltered homeless person resides in: place not meant for human habitation, such as cars, parks, sidewalks, abandoned buildings, or on the street.
- A sheltered homeless person resides in an emergency shelter or transitional housing for homeless persons who originally came from the streets or emergency shelters.

In 2007, the Los Angeles Homeless Services Authority (LAHSA) estimated 127 homeless persons in Norwalk. The 2009, 2011 AND 2013 homeless counts did not provide estimates for the City of Norwalk. However, the three counts showed decreases in homeless persons compared to the 2007 count. Norwalk is located in Service Planning Area 7 – East of the Los

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Angeles Homeless Services Authority. There was a 24% decrease in homeless persons in SPA 7 between 2011 and 2013. Based on these percentages decreases, the City's homeless estimate is 58 persons. Based on the 2010 Census data, SCAG estimates 41 homeless persons. The midpoint is 50 homeless persons.

Whatever the causes of homelessness, the “count” in many communities, including Norwalk, varies within the year, and year to year, and over extended periods of time. The LAHSA estimate could overstate the number of homeless people in the City.

6. PROJECTED HOUSING NEEDS

a. Population Trends and Projections

Over the past 33 years, the City's population grew by 20,807 persons. About 9,000 persons each were added during the 1980-1990 and 1990-2000. Although growth has slowed since 2000, the population increased by almost 2,800 persons between 2000 and 2013. Table A-16 shows the population trends during the past three decades.

**Table A-16
City of Norwalk
Population Growth Trends - 1980 to 2012**

| Year | Population | Incremental Increase | Incremental % Increase | Cumulative Increase | Cumulative % Increase |
|------|------------|----------------------|------------------------|---------------------|-----------------------|
| 1980 | 85,286 | | | | |
| 1990 | 94,279 | 8,993 | 10.5% | 8,993 | 10.5% |
| 2000 | 103,298 | 9,019 | 9.6% | 18,012 | 21.1% |
| 2010 | 105,549 | 2,251 | 2.2% | 20,263 | 23.8% |
| 2013 | 106,093 | 544 | 0.5% | 20,807 | 24.3% |

Source: U.S. Census of Population and Housing for years 1980, 1990, 2000 and 2010 State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State 2013, with 2010 Benchmark* Sacramento, California, May 2013.
Table construction by Castañeda & Associates

The SCAG 2012-2035 *Regional Transportation Plan/Sustainable Community Strategy Growth Forecast* projects an increase of 3,600 persons and 300 households between 2008 and 2020. On an annual basis, the household growth forecast (25) is the same as the City's regional share allocation of 201 housing units (25) between 2013 and 2021.

b. Employment Trends and Projections

Employment generates income, which leads to effective housing demand and housing choice. Table A-17 indicates that between 2000 and 2010 the labor force increased by almost 8,800 workers. During this period, the unemployment rate grew from 8.3% in 2000 and 12.4% in 2010.

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Table A-17
City of Norwalk
Civilian Labor Force and Employment Characteristics
for Population 16 Years and Over: 2000 and 2010

| Employment Status | 2000 | 2010 |
|-----------------------------|--------|--------|
| Population 16 Years + | 73,541 | 80,065 |
| In the Civilian Labor Force | 42,782 | 51,933 |
| Employed | 39,231 | 45,476 |
| Unemployed | 3,551 | 6,457 |
| Unemployment Rate | 8.3% | 12.4% |

Source: 2000 Census, Table DP-3 Profile of Selected Economic Characteristics: 2000, Employment Status Population 16 Years and Over

2010 DP-1 Profile of General Population and Housing Characteristics, 2010

2010 American Community Survey 1-Year Estimates, Table DP-03: Selected Economic Characteristics, Employment Status Population 16 Years and Over

Table construction by Castañeda & Associates

Table A-18 shows that about 43,000 residents are employed and that about 24,300 jobs exist within the City. Consequently, about 18,700 local workers work in job locations which are outside of Norwalk. There are more workers than local jobs in every industry except public administration. For example, about 6,900 residents are employed in the “manufacturing” industry compared to 1,700 “manufacturing” jobs located in Norwalk. In contrast, about 1,500 residents are employed in “public administration” compared to the 2,800 jobs in that industry. These data indicate a jobs/housing imbalance as there are too few jobs for the number of households and workers residing in Norwalk.

The SCAG *The SCAG 2012-2035 Regional Transportation Plan/Sustainable Community Strategy Growth Forecast* projects an increase in employment of 1,100 jobs between 2008 and 2020.

c. Share of Regional Housing Needs

Pursuant to State law, SCAG has allocated to each city and county in the region its share of the regional housing need. The regional share includes new housing need to:

- Accommodate household growth
- Replace units lost from the inventory due to demolitions, fires and other causes
- Provide a healthy vacancy rate

The City's share of the regional housing need for the period from January 1, 2014 to October 1, 2021 is 201 housing units. Table A-19 shows number of housing units needed for five income groups.

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Table A-18
City of Norwalk
Resident Workers and Local Jobs by Industry

| Industry | Workers | Percent | Jobs | Percent | Difference |
|---|---------|---------|--------|---------|------------|
| Agriculture forestry fishing and hunting and mining | 358 | 0.8% | 15 | 0.1% | 343 |
| Construction | 2,656 | 6.2% | 1,445 | 6.0% | 1,211 |
| Manufacturing | 6,909 | 16.1% | 1,700 | 7.0% | 5,209 |
| Wholesale trade | 2,245 | 5.2% | 820 | 3.4% | 1,425 |
| Retail trade | 5,221 | 12.2% | 3,585 | 14.8% | 1,636 |
| Transportation and warehousing and utilities | 3,361 | 7.9% | 745 | 3.1% | 2,616 |
| Information | 895 | 2.1% | 345 | 1.4% | 550 |
| Finance insurance real estate and rental and leasing | 2,249 | 5.3% | 1,040 | 4.3% | 1,209 |
| Professional scientific management administrative and waste management services | 3,887 | 9.1% | 1,250 | 5.2% | 2,637 |
| Educational health and social services | 7,892 | 18.4% | 7,200 | 29.7% | 692 |
| Arts entertainment recreation accommodation and food services | 3,447 | 8.1% | 2,260 | 9.3% | 1,187 |
| Other services except public administration | 2,192 | 5.1% | 1,025 | 4.2% | 1,167 |
| Public administration | 1,497 | 3.5% | 2,815 | 11.6% | -1,318 |
| Armed forces | 0 | 0.0% | 15 | 0.1% | -15 |
| Total | 42,809 | 100.0% | 24,260 | 100.0% | 18,549 |

Source: Southern California Association of Governments, 2005-2009 American Community Survey, Worker Information by Place of Residence and Industry Affiliation and 2006-2008 Census Transportation Planning Package, Jobs by Place of Work for Places with Population 20,000 or Above

Table A-19
City of Norwalk
Share of Regional Housing Needs; January 1, 2014 – October 1, 2021

| Income Group | Number | Percent |
|----------------|--------|---------|
| Extremely Low | 26 | 12.9% |
| Very Low | 26 | 12.9% |
| Low | 31 | 15.4% |
| Moderate | 33 | 16.4% |
| Above Moderate | 85 | 42.4% |
| Total: | 201 | 100.0% |

Source: Southern California Association of Governments, 5th Cycle Final Regional Housing Needs Assessment Allocation Plan, adopted by the Regional Council on October 4, 2012
 Table construction by Castañeda & Associates

C. SITES INVENTORY AND ANALYSIS

1. INTRODUCTION

The City's share of the regional housing need of 201 housing units by income group is as follows:

- | | |
|-------------------------|------------------|
| ➤ Above Moderate Income | 85 housing units |
| ➤ Moderate Income | 33 housing units |
| ➤ Lower income | 83 housing units |

Section 65583.2(a) states that the inventory of land suitable for residential development –

...shall be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels....”

The sites inventory can include vacant and non-vacant sites as well as those having the potential for redevelopment.

2. SITES TO ACCOMMODATE THE ABOVE-MODERATE INCOME HOUSING NEED

The above moderate income housing need is 85 housing units. Table A-20 summarizes the sites that accommodate the above moderate income housing need.

Table A-20
City of Norwalk
Sites Accommodating the Above Moderate Income Housing Need – September 2013

| Sites Accommodating Above Moderate Income Housing Need | Table Reference | Number of Housing Units |
|---|------------------------|--------------------------------|
| Approved housing development | Table A-21 | 8 |
| Sites w/expired development approvals | Table A-22 | 15 |
| Housing capacity on vacant sites | Table A-23 | 14 |
| Housing capacity on underutilized sites | Table A-24 | 78 ¹ |
| Total | | 115 |

¹Includes the gross increase of housing capacity on non-vacant sites with single-family dwellings. Gross instead of net capacity is appropriate because one of the three factors generating the RHNA need is the replacement of demolished housing units.

Table A-21 shows eight approved housing units on two different parcels.

Table A-22 shows that 15 housing units can be constructed on sites with expired development approvals. The housing capacity of these sites is demonstrated by the fact that each had a prior development approval.

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Table A-21
City of Norwalk
Housing Sites Approved for Development – September 2013

| Assessor Parcel Number | Address | General Plan Designation | Zoning | Parcel Size | Current Use | Density (dus/ac.) | Capacity (Housing Units) |
|------------------------------|-------------------------------|--------------------------------|--------|----------------|----------------|----------------------|--------------------------------|
| 8075-009-010 | 11059 Liggett Street | LDR | R-1 | 6,100 SF | Vacant | 8.7 | 1 SFD |
| 8025-007-001 | 11820 Norwalk Boulevard | LDR | R-1 | 1.17 acs | Vacant | 8.7 | 7 SFD |
| Total | | | | | | | 8 SFDs |

Source: Field surveys conducted by Community Development Department, April-May 2013
Site Plan No. 1209 (11059 Liggett Street); Zone Variance No. 332, Tentative Tract Map No. 71495, and
Precise Development Plan No. 1887 (11820 Norwalk Boulevard)
Table construction by Castañeda & Associates

Table A-22
City of Norwalk
Housing Sites with Expired Development Approvals – September 2013

| Assessor Parcel Number | Address | General Plan Designation | Zoning | Parcel Size (s.f.) | Current Use | Density (dus/ac.) | Capacity (Housing Units) | Net Increase |
|------------------------------|-------------------------------------|--------------------------------|--------|--------------------------|----------------|----------------------|--------------------------------|-----------------|
| 8056-024-013 | 12174-12184 | HDR | R-3 | 22,500 | 5 SFD | 22 | 7 condos | 2 |
| 8056-024-014 | Pine St. and 13910 Horst Ave. | | | | | | | |
| 8056-024-015 | | | | | | | | |
| 8048-011-039 | 12700 Woods Ave. | HDR | R-3 | 16,340 | 2 SFD | 22 | 6 units | 4 |
| 8048-028-017 | 11953 Sproul Street | HDR | R-3 | 6,750 | 1 SFR | 22 | 2 units | 1 |
| 8074-027-011 | 11433 Excelsior Drive | HDR | R-3 | 43,780 | 1 SFR | 22 | 4 condos | 3 |
| 8056-028-010 | 12049-12055 | HDR | R-3 | 13,485 | 1 SFR | 22 | 6 condos | 5 |
| 8056-028-009 | Orange St. | | | | | | | |
| Total | | | | | | | | 15 |

Source: City of Norwalk, Planning Commission Agenda Report, Precise Development Plan No 1711, May 25, 2005.
(12174, 12180, & 12184 Pine St.; 13910 Horst Ave.)

City of Norwalk, Planning Commission Agenda Report, Precise Development Plan No 1749, January 25, 2006. (12700 Woods Ave.)

City of Norwalk, Planning Commission Agenda Report, Precise Development Plan No 1767, January 25, 2007. (11953 Sproul St.)

City of Norwalk, Planning Commission Agenda Report, Precise Development Plan No 1758, May 10, 2006. (11433 Excelsior Dr.)

City of Norwalk, Planning Commission Agenda Report, Tentative Tract Map No. 068931 and Precise Development Plan No. 1783, April 9, 2008 (12049-12055 Orange)

Table construction by Castañeda & Associates

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-23 identifies – by parcel number -- the number of housing units that can be constructed on vacant housing sites. The housing unit capacity of 14 housing units is based on residential developments that have been constructed on the lot sizes shown in “Parcel Size” column. A summary of the capacity analysis is given below:

- One unit can be built on each of the 2 parcels having 3,362 square feet. These parcels meet the minimum lot size requirement for the development of one dwelling unit in the R-3 Zone.
- Two units can be built on the parcel having 4,496 square feet. This parcel meets the minimum lot size requirement for the development of two dwelling units in the R-3 Zone.
- Seven housing units can be constructed on the parcel having 15,000 square feet. A 9-unit condominium project has been constructed on a parcel having 14,934 square feet. Therefore, seven units is a realistic capacity.
- One unit each can be developed on the parcels located at Firestone Boulevard, Pioneer Boulevard, and Rosecrans Avenue.

Table A-23
City of Norwalk
Vacant Sites Accommodating Above-Moderate Income Housing Need – September 2013

| Assessor Parcel Number | Address | General Plan Designation | Zoning | Parcel Size (s.f.) | Density (dus/ac.) | Capacity (Housing Units) |
|---------------------------------------|------------------------------|---|--------------------------------|-----------------------------------|------------------------------|---|
| 8016-028-010 | SWC Pioneer/Allard | HDR ² | R-3 | 3,362 | 22 | 1 |
| 8016-028-011 | SWC Pioneer/Allard | HDR | R-3 | 3,362 | 22 | 1 |
| 8056-018-008 | 12216 Sheridan St. | HDR | R-3 | 4,496 | 22 | 2 |
| 8047-004-006 | 12122 Imperial Hwy. | HDR | R-3, PF- Overlay Zone | 15,000 | 22 | 7 |
| 8056-009-039 | 12323 Firestone Boulevard | LDR | R-1 | 5,227 | 8.7 | 1 |
| 8080-014-005 | 15406 Pioneer Boulevard | LDR | R-1 | 2,184 | 8.7 | 1 |
| 8080-014-004 | 15408 Pioneer Boulevard | LDR | R-1 | 2,184 | 8.7 | N/A ¹ |
| 8080-014-003 | 15410 Pioneer Blvd. | HDR | R-3 | 2,184 | 22 | N/A ¹ |
| 8070-009-011 | 13144 Rosecrans Ave. | LDR | R-1 | 6,294 | 8.7 | 1 |
| Total | | | | | | 14 |

¹Merger with other contiguous Pioneer Boulevard lots creates a lot that can accommodate one (1) dwelling unit.

Source: MRMLS, Realist Property Profiles

Field surveys completed on January 11, 2007 and January 10, 2008; updated by Community Development Department, May 2013

City of Norwalk, City Council Agenda Report, General Plan Amendment No. 163-Ordinance No. 07-1585, Zone Change No. 334, November 21, 2006

Table construction by Castañeda & Associates

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-24 identifies 25 underutilized non-vacant sites that can accommodate the above moderate income housing need. The lots are less than 30,000 square feet and range in size from 7,497 to 25,265 square feet. The housing capacity – a net increase – is calculated at 78 housing units.

Active uses on these non-vacant sites include single-family dwellings, duplexes, triplexes, multi-family structures and parking lots. Most of the existing structures are half-century old; indeed, 12 of the 26 buildings are 60 years of age or older. The buildings are in poor to fair condition. The condition or age of existing active uses and land values stimulate recycling.

Most of the housing built in Norwalk replaces existing structures. Housing that has been constructed, approved for development, or have expired development approvals are located on non-vacant lots with single-family and duplex structures. Active land uses have not impeded recent residential development in Norwalk.

As noted in 3.d below, housing market conditions are improving, the inventory of distressed housing is decreasing, and the City offers a variety of services for developers. All of these factors will contribute to the recycling of underutilized non-vacant sites during the 2013-2021 planning period.

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Table A-24
City of Norwalk
Underutilized Residentially Zoned Sites
Less than 30,000 Square Feet - September 2013

| Assessor Parcel Number | Address | General Plan Designation | Zoning | Parcel Size (s.f.) | Current Use | # of Units | Year Built | Density (dus/ac.) | Capacity in Housing Units | Net Increase |
|-----------------------------------|-----------------------|---|---------------|-----------------------------------|--------------------|-----------------------|-----------------------|------------------------------|--|-------------------------|
| 8056-088-019 | 13413 Norwalk | HDR | R-3 | 8,554 | Single Family | 1 | N/A | 22 | 4 | 3 |
| 8078-023-062 | 11127 Ferina | HDR | R-3 | 15,050 | Single Family | 1 | 1950 | 22 | 7 | 6 |
| 8078-024-006 | 11210 Excelsior | HDR | R-3 | 14,050 | Single Family | 1 | 1958 | 22 | 7 | 6 |
| 8074-019-004 | 14508 Jersey | HDR | R-3 | 12,446 | Single Family | 1 | 1947 | 22 | 6 | 5 |
| 8047-003-011 | 12647 Kalnor | HDR | R-3 | 14,998 | Duplex | 2 | 1953 | 22 | 7 | 5 |
| 8078-023-043 | 11112 Excelsior | HDR | R-3 | 14,057 | Duplex | 2 | 1956 | 22 | 7 | 5 |
| 8078-024-011 | 11242 Excelsior | HDR | R-3 | 14,057 | Duplex | 2 | 1948 | 22 | 7 | 5 |
| 8047-003-010 | 12641 Kalnor | HDR | R-3 | 14,998 | Tri-Plex | 3 | 1960 | 22 | 7 | 4 |
| 8047-005-017 | 12746 Kalnor | HDR | R-3 | 12,497 | Tri-Plex | 3 | 1957 | 22 | 6 | 3 |
| 8078-026-059 | 11227 Barnwall | HDR | R-3 | 15,054 | Four-Plex | 4 | 1956 | 22 | 7 | 3 |
| 8047-005-020 | 12726 Kalnor | HDR | R-3 | 14,998 | Four-Plex | 4 | 1947 | 22 | 7 | 3 |
| 8047-005-021 | 12720 Kalnor | HDR | R-3 | 14,998 | Four-Plex | 4 | 1957 | 22 | 7 | 3 |
| 8082-020-030 | 12238 Cheshire | HDR | R-3 | 13,499 | Four-Plex | 4 | 1951 | 22 | 6 | 2 |
| 8051-012-020 | 12712 Curtis and King | HDR | R-3 | 11,896 | Four-Plex | 4 | 1923 | 22 | 6 | 2 |
| 8047-004-004 | 12110 Imperial | HDR | R-3 | 14,998 | Multi-Family | 5 | 1948 | 22 | 7 | 2 |
| 8047-004-020 | 12646 Kalnor | HDR | R-3 | 14,998 | Multi-Family | 5 | 1951 | 22 | 7 | 2 |
| 8078-023-016 | 11066 Excelsior | HDR | R-3 | 12,933 | Multi-Family | 5 | 1949 | 22 | 6 | 1 |
| 8047-005-023 | 12814 Kalnor | HDR | R-3 | 21,998 | Multi-Family | 6 | 1937 | 22 | 11 | 5 |

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Table A-24 continued
City of Norwalk
Underutilized Residentially Zoned Sites
Less than 30,000 Square Feet - September 2013

| Assessor Parcel Number | Address | General Plan Designation | Zoning | Parcel Size (s.f.) | Current Use | # of Units | Year Built | Density (dus/ac.) | Capacity in Housing Units | Net Increase |
|---------------------------|-----------------------|--------------------------------|--------|--------------------------|--------------|---------------|---------------|----------------------|---------------------------------|-----------------|
| 8051-012-027 | 12634 Curtis and King | HDR | R-3 | 15,300 | Multi-Family | 6 | 1923 | 22 | 7 | 1 |
| 8047-004-005 | 12116 Imperial | HDR | R-3 | 14,998 | Multi-Family | 6 | 1961 | 22 | 7 | 1 |
| 8056-020-030 | 12141 Pine | HDR | R-3 | 14,000 | Multi-Family | 6 | 1929 | 22 | 7 | 1 |
| 8047-003-022 | 12011 Adoree | HDR | R-3 | 24,559 | Multi-Family | 7 | 1952 | 22 | 12 | 5 |
| 8047-003-002 | 12614 Paddison | HDR | R-3 | 19,855 | Multi-Family | 7 | 1947 | 22 | 10 | 3 |
| 8047-005-012 | 12109 Adoree | HDR | R-3 | 17,128 | Multi-Family | 7 | 1960 | 22 | 8 | 1 |
| 8056-004-007 | 12187 Sproul | HDR | R-3 | 25,265 | Multi-Family | 20 | 1964 | 22 | 21 | 1 |
| Total | | | | | | | | | | 78 |

Field surveys completed on January 11, 2007 and January 10, 2008; updated by Community Development Department, May 2013

3. SITES ACCOMMODATING THE MODERATE INCOME HOUSING NEED

The moderate-income housing need is 33 housing units. Table A-25 lists eight non-vacant sites that accommodate the moderate income housing need. All the lots are larger than 30,000 square feet in size. The gross capacity of the lots is 70 housing units. The capacity is based on a developed parcel with 13 dwellings on a lot having 27,500 square feet. (13113 San Antonio Drive.) Therefore, a capacity of 14 dwellings on lots of 30,000 square feet is reasonable.

a. Active (Existing) Uses

One lot contains a duplex, five lots contain five units, one lot contains six units and one lot has a nine-unit building. Four of the eight lots have buildings constructed prior to 1940. Recycling is not dependent on the condition and age of housing; rather recycling is encouraged by the land values and the net increase in housing units that can be constructed on each lot. Most of the new housing recently constructed in Norwalk replaces existing structures.

b. Recycling or Redevelopment Trends

As stated above, most of the City's housing development occurs through recycling and redevelopment. Given the scarcity of vacant lots, new residential development will continue to replace existing buildings.

For larger projects of 50 or more housing units, the Norwalk Redevelopment Agency had facilitated housing redevelopment. Per a State mandate, the Agency was dissolved as of February 2012. However, the 2013-2021 Housing Element includes a Lot Consolidation Incentives Program that will provide incentives for the consolidation of one or more lots.

c. Market Conditions

The existing housing market conditions are ripe for redevelopment and reuse. As previously noted, the value of lots is in the land not the existing structures. Lots with single-family homes and duplexes are replaced with multi-family structures. The southern California housing market is improving each month while foreclosures, short sales, trustee sales, and bank-owned REO properties are now representing a smaller share of all home sales.

d. Financial Assistance and/or Regulatory Relief

The City of Norwalk offers a variety of services for the business owner, developer or prospective business owners. The types of available incentives include:

- Priority processing of building permits
- Expedited plan checks (10 Days)
- Financial assistance through local financial institutions and Small Business Administration (SBA) programs.
- Development Review Team to answer Planning, Building and Engineering questions at any stage of the development process

The City's assistance and incentives will facilitate the recycling of the sites listed in Table A-25 and result in the production of housing for moderate-income households.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-25
City of Norwalk
Underutilized Residentially Zoned Sites
Greater than 30,000 Square Feet – September 2013

| Assessor Parcel Number | Address | General Plan Designation | Zoning | Parcel Size (s.f.) | Current Use | Number of Units | Year Built | Density (dus/ac.) | Capacity in Housing Units | Net Increase |
|-----------------------------------|-------------------|-------------------------------------|---------------|-----------------------------------|------------------------|----------------------------|-----------------------|------------------------------|--|-------------------------|
| 8078-023-060 | 11111 Ferina | HDR | R-3 | 30,113 | Duplex | 2 | 1948 | 22 | 14 | 12 |
| 8047-003-024 | 12722 Paddison | HDR | R-3 | 30,414 | Multi-Family | 5 | 1938 | 22 | 14 | 9 |
| 8047-003-009 | 12631 Kalnor | HDR | R-3 | 30,000 | Multi-Family | 5 | 1937 | 22 | 14 | 9 |
| 8047-003-014 | 12711 Kalnor | HDR | R-3 | 30,000 | Multi-Family | 5 | 1938 | 22 | 14 | 9 |
| 8047-004-023 | 12710 Kalnor | HDR | R-3 | 30,000 | Multi-Family | 5 | 1961 | 22 | 14 | 9 |
| 8047-005-014 | 12800 Kalnor | HDR | R-3 | 30,000 | Multi-Family | 5 | 1959 | 22 | 14 | 9 |
| 8047-004-019 | 12704 Kalnor | HDR | R-3 | 30,000 | Multi-Family | 6 | 1962 | 22 | 14 | 8 |
| 8047-003-015 | 12725 Kalnor | HDR | R-3 | 30,000 | Multi-Family | 9 | 1963 | 22 | 14 | 5 |
| Total | | | | | | | | | | 70 |

Field surveys completed on January 11, 2007 and January 10, 2008; updated by Community Development Department, May 2013

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

4. SITES ACCOMMODATING THE LOWER INCOME HOUSING NEED

a. Demonstration of Adequate Sites for the 4th Housing Element Cycle AB1233

The City failed to have a compliant housing element for the 4th cycle; therefore, its needs to demonstrate it had sites available for development within the period. To accommodate the City's 4th cycle RHNA for lower income households of 80 units, the City created an R-4 zone on August 29, 2013, and applied it to two sites, to permit multi-family by right at densities of 23-30 units per acre. These sites will accommodate 100 units housing units to accommodate the City's lower income housing need, as shown below.

| Demonstration of Sufficient Capacity for 4 th Cycle Unaccommodated Need | |
|---|---------------|
| 4 th Cycle VL/L Income Shortfall identified (per Table 23, page 80 of 2006-2014 housing element) | 87 |
| Total VL/L Income NEED | 87 |
| Estimated capacity on Studebaker and Pioneer Sites post rezone | 57 + 43 = 100 |
| Total Capacity to accommodate lower-income need | 100 |
| Surplus VL/L Capacity | 13 |

b. Identification of Sites

The lower income housing need is 83 housing units. Two sites have a capacity of 100 multifamily dwellings at an average density of 27 dwellings per acre. The two sites are zoned R-4 which permit multi-family housing at a density of 23-30 dwelling units per acre. Table A-26 shows the characteristics and housing capacity of the two sites.

Table A-26
City of Norwalk
Zoned Lower Income Housing Sites – August 2013

| Assessor Parcel Number | Address | General Plan Designation | Zoning | Parcel Size (s.f.) | Current Use | Density (dus/ac.) | Capacity (Housing Units) |
|--|--|--------------------------------|-----------------------|--------------------------|------------------------------|----------------------|--------------------------------|
| 8050-003-022 8050-003-057 | 12719 & 12739 Studebaker Road | HDR | R-4 23-30 du/ac | 92,602 | Church ¹ 1 SFD | 27 du/ac | 57 MFDs ³ |
| 8074-024-002 8074-024-003 8074-024-007 | 14807 & 14815 Pioneer Blvd. | HDR | R-4 23-30 du/ac | 69,424 | 2 SFDs 1 vacant lot | 27 du/ac | 43 MFDs |
| Total | | | | | | | 100 MFDs |

¹Church site is comprised of 2 lots.

²The 3 lots are adjacent to each other. The City will provide lot consolidation incentives.

Source: Field surveys conducted by Community Development Department, March-April 2013

³Multifamily dwellings

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

a. Active (Existing) Uses

The properties at 12719-12739 Studebaker Road contain the Bethany Congregational Church, which was constructed in 1956. The church site is owned by Bethany Congregational Church and is comprised of 2 lots totaling over 92,000 square feet. The site contains the following: 5,500 square foot sanctuary; 1,800 square foot administration offices; 600 square foot youth hall; 1,600 square foot single-family dwelling; and 400 square foot garage. The buildings were built between the years 1956 to 1967. According to the City of Norwalk Building Permit records, only records found for repairs at that site have been to re-roof the existing buildings. Upon visual inspection of the property, the buildings are dilapidated due to lack of general maintenance such as new paint, and repair or replacement of building exterior materials. See aerial on page A-33 and assessor parcel map on page A-34 for maps of the site.

The properties located at 14807-14815 Pioneer Boulevard and APN 8074-024-007 contain two single-family dwellings on a three parcels having more than 69,000 square feet. Two of the properties are owned by the same owner and the third lot is owned by a relative of the owner of the other two lots. See aerial on page A-35 and assessor map on page A-36.

On both sites the existing uses pose no impediment to their replacement with new multi-family housing, given the age and quality of the existing structures, and as explained below, the strong interest of the private market in development in Norwalk.

b. Recycling or Redevelopment Trends

The church site is underutilized in that there is a vast amount of open space on the lot. The site can be redeveloped with multi-family residential uses given its current R-4 zone. A realtor informed the City that both properties were up for private sale at some point and the City has received numerous inquiries from several individuals expressing interest in building housing on that site. Therefore, the potential for redevelopment is high.

Upon discussions with the property owners of the two single-family dwellings, the owners are interested in selling the properties in the future for potential redevelopment. As the three lots are adjacent to one another, the City will provide lot consolidation incentives to encourage and facilitate development.

Each site has a housing unit capacity that can draw the interest of affordable housing developers who utilize low income housing tax credits as part of their financing package.

c. Market Conditions

The existing housing market conditions are ripe for redevelopment and reuse. As previously noted, the value of lots is in the land not the existing structures. Lots with single-family homes and duplexes are replaced with multi-family structures. The southern California housing market is improving each month while foreclosures, short sales, trustee sales, and bank-owned REO properties are now representing a smaller share of all home sales.

d. Financial Assistance and/or Regulatory Relief

The City of Norwalk offers a variety of services for the business owner, developer or prospective business owners. The types of available incentives include:

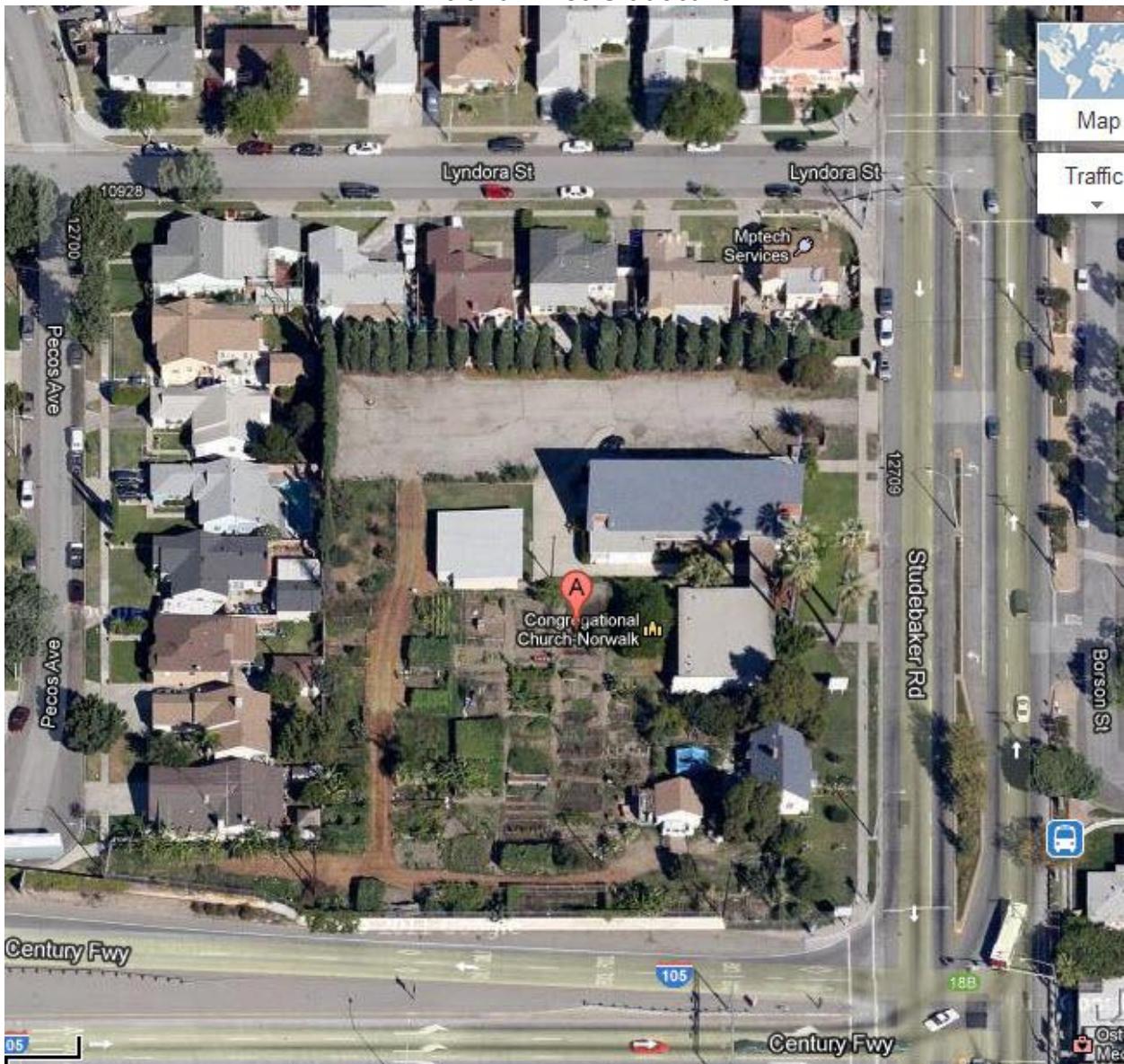
APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

- Priority processing of building permits;
- Expedited plan checks (10 Days);
- Financial assistance through local financial institutions and Small Business Administration (SBA) programs;
- Development Review Team to answer Planning, Building and Engineering questions at any stage of the development process;
- Section 8 Housing Choice Voucher Program to offer rental assistance to extremely low, very low and low income households;
- Affordable Housing Density Bonus Program aimed at facilitating the development of affordable density bonus units; and
- Affordable Housing Developer Partnership Program aimed at encouraging developers to address a variety of Norwalk's housing needs.

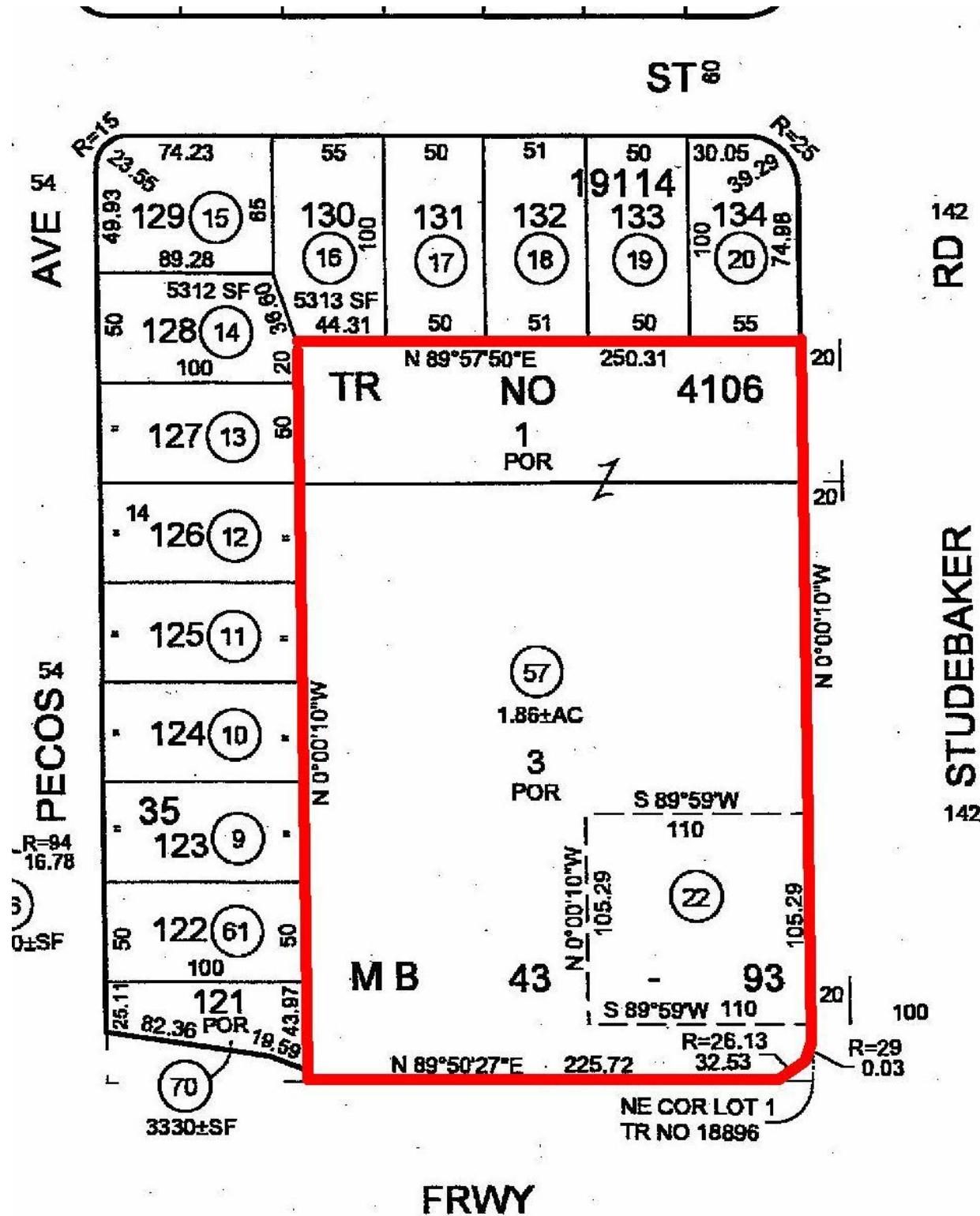
The City's assistance and incentives will facilitate the redevelopment of the sites listed in Table A-26 and result in the production of housing for lower-income households.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

12719 and 12739 Studebaker

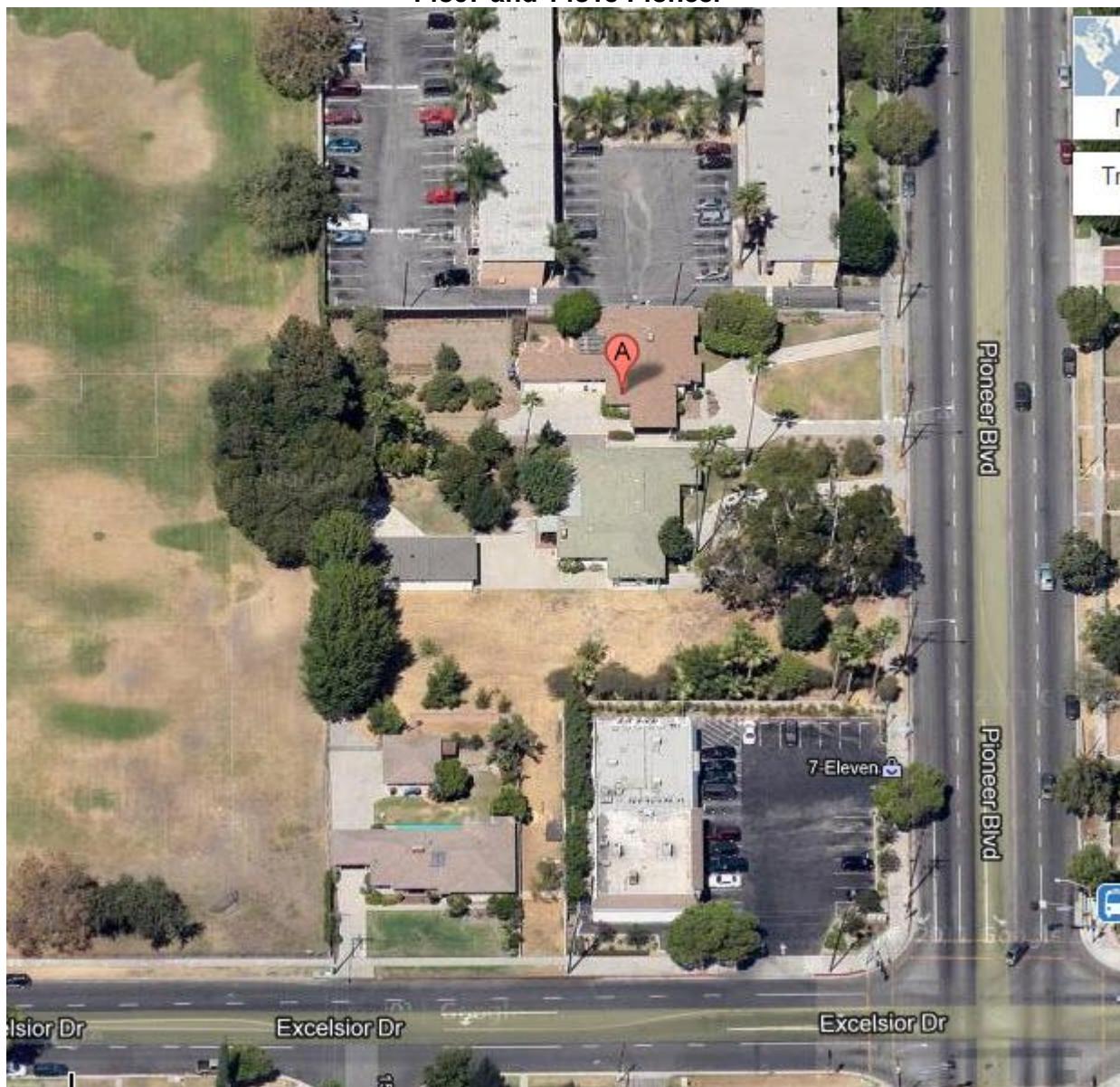


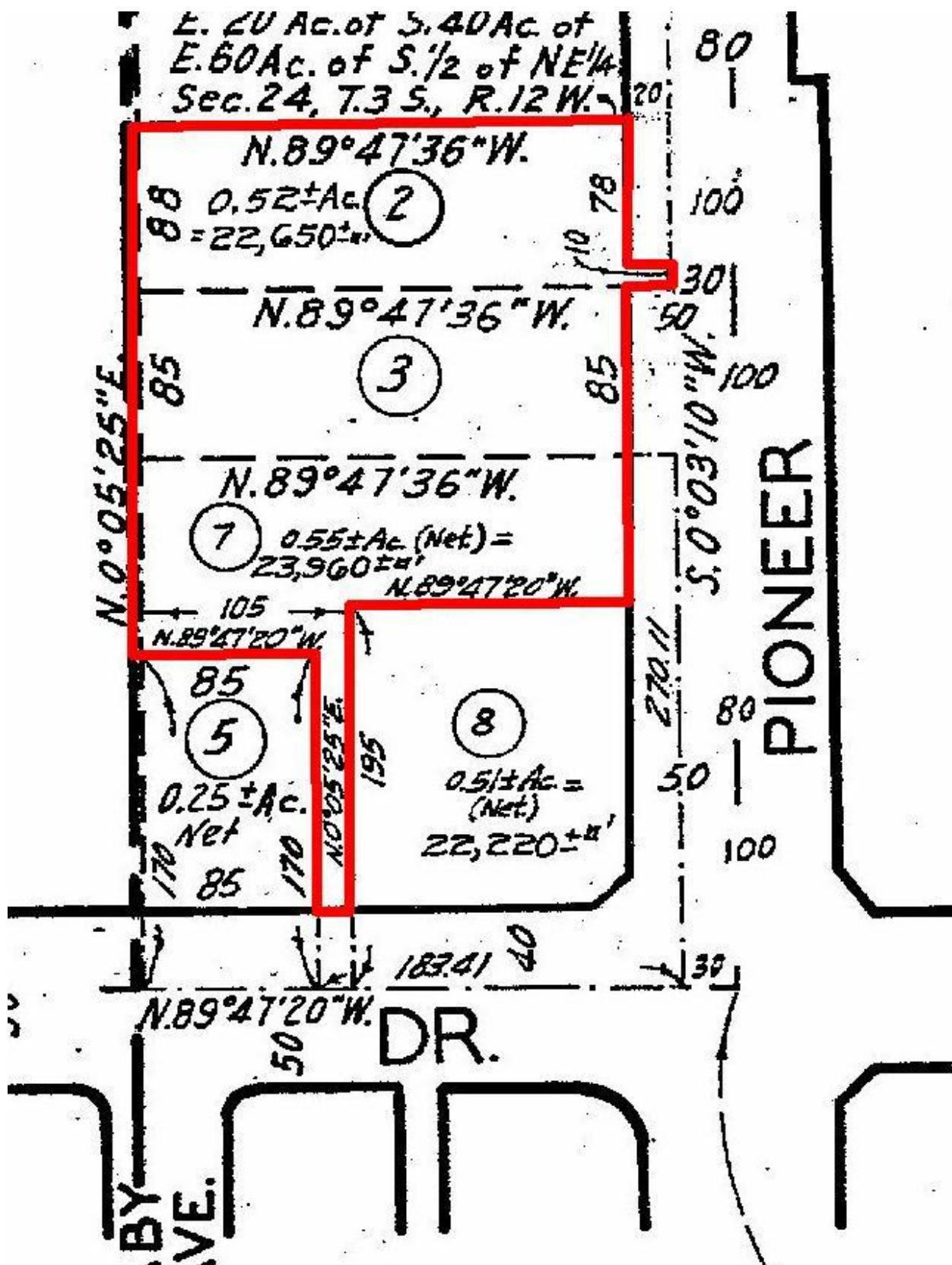
APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS



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14807 and 14815 Pioneer





5. ENVIRONMENTAL CONDITIONS

Government Code Section 65583.2 (b)(4) states that the inventory of sites shall include:

A general description of any environmental constraints to the development of housing within the jurisdiction, the documentation of which has been made available to the jurisdiction. This information need not be identified on a site-specific basis.

All the housing sites are infill sites surrounded by residential development. There are no known environmental constraints that would inhibit the development of these sites. Moreover, proposed projects on vacant and underutilized land are listed under the City of Norwalk Local CEQA Guidelines as Class 32 Categorical Exemption from the requirements of the California Environmental Quality Act. Class 32 consists of infill development projects on sites no more than 5-acres in size substantially surrounded by urban developments.

There are no environmental constraints that would hinder housing development on the identified sites.

6. PUBLIC FACILITIES AND SERVICES

The Housing Element must include “*...an analysis of the relationship of ... public facilities and services to these sites.*” Government Code Section 65583.2 (b)(5) states that the inventory of sites shall include:

A general description of existing or planned water, sewer, and other dry utilities supply, including the availability and access to distribution facilities. This information need not be identified on a site-specific basis.

Public services and facilities provided to residential neighborhoods include:

- Sewer and Sanitary Waste
- Solid Waste
- Water Supply
- Flood and Drainage Control
- Roads

There is existing infrastructure serving all of the infill sites, as each site is surrounded by developed parcels. For example, the “backbone” water and sewer service and facilities are in place. Upgrades may be needed to water and sewer lines; however, the upgrades, if necessary, would be paid by project developers.

The City's Utility Infrastructure Element is intended to ensure that adequate utility levels (e.g., water, sewer, storm drains, natural gas, electricity, etc.) are provided within the City to meet Norwalk's current and future needs. Recently, the City has continued to maintain all existing utility infrastructure and enhance its functional longevity to maximum performance.

With respect to sewer capacity, the Public Services Department requires an individual assessment of capacity at exact site locations. If the capacity is insufficient to support the proposed development, the project developer is responsible for upgrading sewer mains to hold

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

increased sewage. As a result there is or will be sufficient sewer capacity to accommodate the incremental increase in housing units.

Water capacity is determined by three providers:

- Park Water System
- Golden State Water Company
- City of Norwalk

The Park Water Company provides water capacity to three distinct water systems. One of these systems is the Bellflower/Norwalk Water System. Park's largest customer base is the City of Norwalk. According to Park, the water demand is approximately 89% of total demand.

The Golden State Water Company serves approximately 20,000 customers in portions of Norwalk as well as Artesia, Downey, Hawaiian Gardens, La Mirada, Lakewood, Long Beach, Santa Fe Springs and unincorporated County territory. Estimates of unused capacity are unavailable from the Water Company. An individual assessment of water capacity at exact site locations is necessary to estimate if capacity is sufficient. If not, then the developer is responsible for upgrading the existing system including the upgrading of fire hydrants/water mains to meet required fire flows.

The Norwalk Municipal Water also provides water to the community. It too requires an individual site assessment of water capacity. In the event of insufficient water capacity, the project developer is responsible for upgrading the system.

The City's road network includes local streets, major highways, secondary highways and collectors. The road network has sufficient capacity to accommodate the traffic generated from the additional housing units.

Through the Capital Improvement Program, the City has taken measures to ensure that the utility infrastructure is working efficiently and effectively. One measure that was taken in the 2010 calendar year was a special study in which the City's sewer system was analyzed to determine whether it is working efficiently and whether future repairs are necessary.

Additionally, the City initiated and designed several projects in 2010 that will improve the community's infrastructure which include:

- Upgrading the existing water well at Norwalk Park; and
- Installing a new water well at Hermosillo Park.

These improvements are necessary to ensure that Norwalk residents are provided with adequate utility services.

As described above public facilities and services – including water and sewer capacity - are or will be adequate to meet the demands generated by housing that is recently constructed, under construction, approved for development and future development on vacant, redevelopment and underutilized sites.

D. HOUSING MARKET CONSTRAINTS

1. INTRODUCTION

Government Code Section 65583(a)(6) requires –

An analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.

According to HCD:

Although nongovernmental constraints are primarily market-driven and generally outside direct government control, localities can significantly influence and offset the negative impact of nongovernmental constraints through responsive programs and policies. Analyzing specific housing cost components including the cost of land, construction costs, and the availability of financing assists the locality in developing and implementing housing and land-use programs that respond to existing local or regional conditions. While the cost of new housing is influenced by factors beyond a locality's control, local governments can create essential preconditions (favorable zoning and development standards, fast track permit processing, etc.) that encourage and facilitate development of a variety of housing types and affordable levels.

The requisite analysis includes:

- Land Costs – Estimate the average cost or the range of costs per acre for single-family and multifamily zoned developable parcels.
- Construction Costs – Generally estimate of typical total construction costs which includes materials and labor.
- Availability of Financing - Consider whether housing financing, including private financing and government assistance programs, is generally available in the community. This analysis could indicate whether mortgage deficient areas or underserved groups exist in the community.

In addition to the above, the market constraints analysis includes recent sales prices.

Market constraints impede the private sector's ability to produce housing within the means of low-income and sometimes also moderate-income households. Affordable housing costs are set forth by several local, State and Federal programs. The Low Income Housing Tax Credit Program establishes affordable maximum rents based on:

- Maximum household income adjusted by household size
- Expected occupancy of the unit, regardless of the number of people who actually live in the unit
- Tenants at maximum income paying 30% of their income for housing

Table A-27 shows the lower income maximum affordable housing monthly rents by unit type.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-27
Los Angeles County
Lower Income (60% of Median Income)
Affordable Housing Monthly Rents: 2013

| Unit Type | Expected Occupancy | Maximum Income | Maximum Rent (Income/12)*.3 |
|------------------|---------------------------|-----------------------|--|
| Studio | 1.0 person | \$35,860 | \$896.50 |
| One-Bedroom | 1.5 persons | \$38,420 | \$960.00 |
| Two-Bedroom | 3.0 persons | \$46,110 | \$1,152.50 |
| Three-Bedroom | 4.5 persons | \$53,280 | \$1,330.00 |
| Four-Bedroom | 6.0 persons | \$59,430 | \$1,485.50 |

2. LAND COSTS

Land costs are a major component of new housing production costs. The development industry typically categorizes land into three types, raw land, entitled land and finished lots. The values attributed to parcels of land increase through these three stages:

- Raw land is a vacant piece of land without any entitlements or improvements.
- Entitled land can range from having the appropriate zoning to having a recorded subdivision for the land. Again the values can increase the further a piece of land is in the entitlement process.
- Finally, land can be categorized as “finished lots”. This is the final stage prior to the actual construction of a home. All grading has been completed and all infrastructure (streets, curbs, gutters, storm drains, sewers and utilities) have been installed. In most cases, this also means that all fees (except those associated with building permits) have also been paid. At this stage, the land is at its highest value.

Table A-28 shows the most recent residential land sales prices. Six sales have closed including two R-1 lots and two R-3 lots. The single-family lots sold for \$110,000 and \$120,000. The R-3 lots sold for an average of \$38,300 to \$57,500 per unit

3. CONSTRUCTION COSTS

Average construction costs are difficult to estimate because they can vary due to the following physical characteristics:

- Design type
- Construction type
- Quality
- Shape
- Location (mountains vs flatlands)

[Source: California State Board of Equalization, Assessors' Handbook Section 531, *Residential Building Costs*, January 2010, page 4]

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-28
City of Norwalk
Land Prices - 2013

| Address | Zoning | Status | Size (Sq. Ft.) | Price | Price/Sq. Ft. |
|-----------------------------|--------|--------|----------------|-----------|---------------|
| 12122 Union St | R-3 | Active | 6,723 | \$387,288 | \$57.61 |
| 12122 Imperial | R-3 | Active | 14,666 | \$389,000 | \$26.52 |
| 12023 Orange St. | R-3 | Sold | 4,503 | \$115,000 | \$25.54 |
| 12025 Orange St. | R-3 | Sold | 7,470 | \$115,000 | \$15.39 |
| 14327 Pontlavoy Ave. | R-1 | Sold | 5,101 | \$60,000 | \$11.76 |
| 10804 Abingdon ¹ | R-1 | Sold | 4,540 | \$18,000 | \$3.96 |
| 11057 Liggett St. | R-1 | Sold | 6,098 | \$110,000 | \$18.04 |
| 10965 Hayford | R1 | Sold | 5,886 | \$120,000 | \$20.39 |

¹Potentially unbuildable due to water easement

Note: The most recently closed sales were completed within the last 18 months. Zoning as provided by listing agents.

Source: Pacific West Association of Realtors, Southern California Multiple Listing Service (MLS). LoopNet Commercial Real Estate

Table construction by Castañeda & Associates

The International Code Council (ICC) provides Building Valuation Data (BVD) for its members. The BVD table provides the “average” construction costs per square foot, which can be used in determining permit fees for a jurisdiction. The ICC states:

...it should be noted that, when using this data, these are “average” costs based on typical construction methods for each occupancy group and type of construction. The average costs include foundation work, structural and nonstructural building components, electrical, plumbing, mechanical and interior finish material.

Table A-29 shows the BVD average per square foot construction costs for three types of buildings.

Table A-29
Construction Costs per Square Foot for Residential Construction

| Group (2012 International Building Code) | Type IV Classification |
|--|------------------------|
| R-2 Residential, multiple family | \$127.81 |
| R-3 Residential, one- and two-family | \$124.55 |
| R-4 Residential, care/assisted living facilities | \$154.51 |
| Private garage | \$58.17 |

Source: International Code Council, Building Valuation Data (BVD), February 2013

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Based on the above, the following are estimated construction costs for a -

| | |
|--|-----------|
| ➤ 1,000 SF housing unit in an apartment building | \$127,810 |
| ➤ 1,500 SF single-home on a level lot | \$186,825 |
| ➤ 400 SF garage for single family home | \$23,268 |

It is important to note that while this BVD table does determine an estimated cost of a building (i.e., Gross Area x Square Foot Construction Cost), this data is only intended to assist jurisdictions in determining their permit fees. This data table is not intended to be used as an estimating guide because the data only reflects average costs and is not representative of specific construction.

The above costs are too low to be representative of construction costs. For example, the average cost of a low income housing tax credit unit built in Los Angeles County is \$333,715. (Source: California Tax Credit Allocation Committee, *Cost Containment Forums Report*, August 23, 2011.)

Affordable housing projects need to pay prevailing wages. This requirement typically drives up construction costs by 15% to 20%.

The cost of construction alone exceeds the cost affordable to lower income households. Several factors contribute to the cost of construction including dwelling unit size, height (elevator may be required), terrain, slopes, quality, State laws, profit motivations, and several other considerations.

New affordable homes and apartments cannot be constructed without some public funding sources that subsidize the entire development and reduce the loan amount to that which can be supported by the affordable rents and ownership costs. The loss of redevelopment funds and the federal cutbacks of HOME funds have severely crippled efforts to produce affordable housing in the City.

4. AVAILABILITY OF FINANCING

a. Financing Availability Based On Interest Rates

For a sustained period of time, market mortgage interest rates have been either very reasonable or at historic lows. Table A-30 shows interest rates for two points in time. According to a weekly survey of 20 southland lenders, as of August 21, 2013, the average mortgage interest rates on all loans have increased during the past six months. For loans up to \$417,000, a 30-year fixed rate loan is available at an interest rate of 4.68%, which is .94% higher than six months ago. For "jumbo" loans of more than \$417,000, the interest rate is 4.64% for 30-year term, which is .57% higher than six months ago.

It should be noted that not all would be homebuyers would qualify for the lowest interest rates available. The most favorable interest rates are available to loan applicants who have good FICO credit scores.

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Table A-30
Average Mortgage Rates
Weekly Survey of 20 Southland Lenders - As of August 21, 2013

| Type of Loan | Last Week | Six Months Prior |
|---|---------------|------------------|
| <i>Rates for loans up to \$417,000</i> | | |
| 30-year fixed | 4.68%/.29 pt. | 3.74%/.41pt. |
| 15-year fixed | 3.68%/.30 pt. | 2.94%/.35 pt. |
| <i>Rates for loans of \$417,00 and up</i> | | |
| 30-year fixed | 4.64%/.29 pt. | 4.07%/.43 pt. |
| 15-year fixed | 3.96%/.29 pt. | 3.35%/.25 pt. |

Note: A pt. (point) is a term used by the lending industry to refer to the loan origination fee. One point is equal to 1% of the loan amount.

Source: Compiled by HSH Associates, Financial Publishers

(FICO refers to Fair Issac Corporation, a firm that developed the mathematical formulas used to produce FICO scores. A FICO score is a snapshot of an applicant's credit risk; the higher the score, the lower the risk to lenders. The FICO score is computed based on: payment history, amounts owed, length of credit history, new credit, and types of credit in use.

b. Financing Availability Based on HMDA Data

1. Introduction

HCD has advised cities that an understanding of the geographic areas and or groups without sufficient access to credit will help localities to design programs to address known deficiencies. The information that helps most to understand the geographic areas served by credit is the Home Mortgage Disclosure Act or HMDA data.

HMDA requires lenders to disclose the number, amount, and census tract location of mortgage and home improvement loan applications. The HMDA data encompasses lender activity for conventional, FHA, home improvement loans and refinancing loans. The data identifies five types of action taken on a loan application: loan originated, application approved by the lender and not accepted by the applicant, application withdrawn, file closed for incompleteness and application denied.

It is important to remember that the *census tract location* in the following tables refers to the *property location* on which a loan application was made. However, borrowers who live outside the City frequently make the loan applications, and the reasons for denial may be due entirely to the credit worthiness of the borrower, and not the characteristics of a census tract.

2. 2011 Loan Applications

Financing had been readily available until early 2007. Because of the large number of southern California owners defaulting on subprime loans and the number of foreclosed homes, financing recently was not as available as it was prior to these two events. The number of loan applications and approved loans has dropped as mortgage loan standards have tightened, including the unavailability of 100% financing, the need for larger down payments and verified income, and a requirement for a solid credit history including high FICO scores.

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In calendar year 2011, 733 loan applications were processed for home purchase loans – 29% for conventional loans (210) and 71% for FHA insured loans (523). The 2012 HMDA will be released during the third week of September 2013.

The loan denial rates were 13.8% for conventional loans and 18.0% for FHA insured loans and VA Guaranteed Loans. These rates reveal that mortgage financing was available in 2011 as loan approval rates were 86.2% for conventional and 82% for FHA/VA loans, respectively.

Denial rates for conventional loans for census tracts with at least 10 applications ranged from 7% to 50%. With respect to FHA/VA loan applications in census tracts with at least 20 applications, the denial rates ranged from 11.2% to 22.9%.

Tables A-31 and A-32 shows the denial rates for conventional and FHA loans for each census tract.

Table A-31
City of Norwalk
Conventional Loan Denial Rates by Census Tracts – 2011

| Census Tract | Loans Originated | Approved, Not Accepted | Applications Denied | Total Application | Denial Rate |
|--------------|------------------|------------------------|---------------------|-------------------|-------------|
| 5500.00 | 2 | 0 | 0 | 2 | 0.0% |
| 5501.00 | 16 | 1 | 3 | 20 | 15.0% |
| 5502.02 | 0 | 0 | 0 | 0 | 0.0% |
| 5503.00 | 12 | 1 | 1 | 14 | 7.1% |
| 5519.00 | 7 | 2 | 1 | 10 | 10.0% |
| 5520.00 | 9 | 0 | 3 | 12 | 25.0% |
| 5521.00 | 6 | 1 | 0 | 7 | 0.0% |
| 5522.00 | 5 | 1 | 6 | 12 | 50.0% |
| 5523.00 | 17 | 2 | 3 | 22 | 13.6% |
| 5524.00 | 7 | 1 | 0 | 8 | 0.0% |
| 5526.01 | 7 | 2 | 2 | 11 | 18.2% |
| 5526.02 | 6 | 1 | 2 | 9 | 22.2% |
| 5527.00 | 20 | 0 | 2 | 22 | 9.1% |
| 5528.00 | 20 | 2 | 2 | 24 | 8.3% |
| 5529.00 | 8 | 0 | 0 | 8 | 0.0% |
| 5530.00 | 8 | 0 | 4 | 12 | 33.3% |
| 5546.00 | 8 | 1 | 0 | 9 | 0.0% |
| 5547.00 | 8 | 0 | 0 | 8 | 0.0% |
| Total | 166 | 15 | 29 | 210 | 13.8% |

Source: Federal Financial Institutions Examination Council (FFIEC), Home Mortgage Disclosure Act (HMDA), Loan Application Register System (LARS) 2011
Table construction by Castañeda & Associates

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Table A-32
City of Norwalk
FHA/VA Loan Denial Rates by Census Tracts – 2011

| Census Tract | Loans Originated | Approved, Not Accepted | Applications Denied | Total Application | Denial Rate |
|--------------|------------------|------------------------|---------------------|-------------------|-------------|
| 5500.00 | 1 | 0 | 2 | 3 | 66.7% |
| 5501.00 | 35 | 2 | 11 | 48 | 22.9% |
| 5502.02 | 0 | 0 | 0 | 0 | 0.0% |
| 5503.00 | 37 | 3 | 5 | 45 | 11.1% |
| 5519.00 | 18 | 5 | 5 | 28 | 17.9% |
| 5520.00 | 28 | 4 | 6 | 38 | 15.8% |
| 5521.00 | 24 | 4 | 6 | 34 | 17.6% |
| 5522.00 | 20 | 1 | 8 | 29 | 27.6% |
| 5523.00 | 32 | 6 | 9 | 47 | 19.1% |
| 5524.00 | 14 | 1 | 2 | 17 | 11.8% |
| 5526.01 | 27 | 3 | 5 | 35 | 14.3% |
| 5526.02 | 7 | 1 | 1 | 9 | 11.1% |
| 5527.00 | 31 | 6 | 11 | 48 | 22.9% |
| 5528.00 | 38 | 3 | 7 | 48 | 14.6% |
| 5529.00 | 17 | 2 | 4 | 23 | 17.4% |
| 5530.00 | 32 | 2 | 7 | 41 | 17.1% |
| 5546.00 | 7 | 0 | 1 | 8 | 12.5% |
| 5547.00 | 17 | 1 | 4 | 22 | 18.2% |
| Total | 385 | 44 | 94 | 523 | 18.0% |

Source: Federal Financial Institutions Examination Council (FFIEC), Home Mortgage Disclosure Act (HMDA), Loan Application Register System (LARS) 2011.

Table construction by Castañeda & Associates

3. Home Improvement Loan Applications – 2011

Typically, loan applications for home improvement loans have higher denial rates than home purchase loans. In 2011, 71 applications were made for a home improvement loan of which 31% were denied.

4. Reasons for Loan Denial – 2011

Table A-33 shows that 145 loan applications for conventional, FHA/VA and home improvement loans were denied in 2011. Forty percent of all loans were denied for either “debt-to-income ratios” or “credit history” and about 37% were denied for “other” reasons.

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Table A-33
City of Norwalk
Reasons for Loan Denial by Type of Loan – 2011

| Reasons for Loan Denials | Conventional | FHA/VA | Home Improvement | Total | Percent |
|-------------------------------|--------------|--------|------------------|-------|---------|
| Debt-to-Income Ratio | 4 | 26 | 6 | 36 | 24.8% |
| Employment History | 0 | 6 | 0 | 6 | 4.1% |
| Credit History | 3 | 10 | 9 | 22 | 15.2% |
| Collateral | 4 | 4 | 3 | 11 | 7.6% |
| Insufficient Cash | 4 | 2 | 0 | 6 | 4.1% |
| Unverifiable Information | 0 | 1 | 0 | 1 | 0.7% |
| Credit Application Incomplete | 2 | 6 | 0 | 8 | 5.5% |
| Mortgage Insurance Denied | 1 | 0 | 0 | 1 | 0.7% |
| Other | 11 | 39 | 4 | 54 | 37.2% |
| Total | 29 | 94 | 22 | 145 | 100.0% |

Source: Federal Financial Institutions Examination Council (FFIEC), Home Mortgage Disclosure Act (HMDA), Loan Application Register System (LARS) 2011.

Table construction by Castañeda & Associates

According to HMDA:

- Debt-to-income ratio refers to “income insufficient for amount of credit requested and excessive obligations in relation to income.”
- Credit history refers to insufficient number of credit references provided; unacceptable type of credit references provided; no credit file; limited credit experience; poor credit performance with us; delinquent past or present credit obligations with others; garnishment, attachment, foreclosure, repossession, collection action, or judgment; and bankruptcy.
- Other: Length of residence, temporary residence and other reasons

Source: Federal Financial Institutions Examination Council, *A Guide to HMDA Reporting – Getting Right*, January 1, 2008, Appendix A, Reasons for Denial

5. HOUSING COSTS

Although the Housing Element Law and guidelines do not explicitly mention the price of existing housing, this potential constraint falls within the meaning of “nongovernmental” or market-driven barriers to affordability. The analysis also helps to show how the housing market impedes the application of housing programs such as rental assistance and down payment assistance programs.

Although the Housing Element Law and guidelines do not explicitly mention the price of existing housing, this potential constraint falls within the meaning of “nongovernmental” or market-driven barriers to affordability. The analysis also helps to determine whether local, State or Federal programs can be practically applied to address the needs of first-time homebuyers.

The sales prices for existing single family homes and condominiums were analyzed for calendar 2012.

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a. Home Sales Prices

In 2012 there were a total of 827 sales of single family homes and condominiums. That equates to a sales rate of about 69 sales per month. The median sales prices were as follows:

- Single Family 2 Bedrooms or Less \$231,000
- Single Family 3 Bedrooms \$279,000
- Single Family 4 Bedrooms or More \$309,000
- Condominiums \$177,500

More than one third (36.5%) of all single family home sales were made between \$250,000 and \$299,000. According to the Pacific West Association of Realtors Multiple Listing Service, 154 of the single family sales were classified as sales by HUD/government owned or as bank-owned properties. Another 207 of the sales were classified as “short-sales,” meaning that the home sold for less than the balance owing on its mortgage. Less than half of the sales were “standard sales”, meaning a traditional sale from a homeowner not under distress to a homebuyer (not an investor). Table A-34 provides details on the sales price distribution for all sales in 2012.

Table A-34
City of Norwalk
Single Family Home Prices-2012

| Price Class | Residential Detached Sales Bedrooms | | | | | Other Statistics | | | |
|------------------------------------|---|-------|--------------|-------|---------|---------------------|---------|--------------------|--------------------|
| | 2 or Less | 3 | 4 or More | Total | Percent | Attached/ Condos | Percent | Detached Active | Attached Active |
| \$0 - \$99,999 | 0 | 0 | 0 | 0 | 0.0% | 4 | 5.1% | 0 | 0 |
| \$100,000 - \$149,999 | 15 | 4 | 1 | 20 | 2.7% | 8 | 10.1% | 1 | 4 |
| \$150,000 - \$199,999 | 23 | 23 | 3 | 49 | 6.6% | 39 | 49.4% | 8 | 2 |
| \$200,000 - \$249,999 | 58 | 101 | 9 | 168 | 22.5% | 19 | 24.1% | 28 | 4 |
| \$250,000 - \$299,999 | 43 | 191 | 39 | 273 | 36.5% | 8 | 10.1% | 46 | 3 |
| \$300,000 - \$324,999 | 2 | 99 | 11 | 112 | 15.0% | 0 | 0.0% | 28 | 0 |
| \$325,000 - \$349,999 | 0 | 49 | 22 | 71 | 9.5% | 1 | 1.3% | 18 | 0 |
| \$350,000 - \$374,999 | 0 | 21 | 12 | 33 | 4.4% | 0 | 0.0% | 9 | 0 |
| \$375,000 - \$399,999 | 0 | 5 | 9 | 14 | 1.9% | 0 | 0.0% | 7 | 0 |
| \$400,000+ | 0 | 0 | 8 | 8 | 1.1% | 0 | 0.0% | 1 | 0 |
| Totals | 141 | 493 | 114 | 748 | 100.0% | 79 | 100.0% | 149 | 13 |
| Average Price (In Thousands \$) | 222 | 276.4 | 311 | | | 185.8 | | 289.5 | 198.5 |
| Median Price (In Thousands \$) | 231 | 279 | 309 | | | 177.5 | | 310 | 220 |

Source: Pacific West Association of Realtors Multiple Listing Service (MLS) for sales in the City of Norwalk occurring between January 1, 2012 and December 31, 2012.

In 2012, homes sold at a relatively brisk pace, only being on the market about 75 days (2½ months). Nearly one in four homes sold in all-cash transactions while about one-half (47%) were financed with FHA or VA loans.

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b. Monthly Rents

The 2009-2011 American Community Survey (ACS) estimated a total of 9,427 renters of which 314 reported “no cash rent” and 9,113 reported a monthly rent. The ACS determined that the median monthly cash rent was \$1,277. Almost 890 renter households reported monthly rents in the range of \$500 to \$799. Many of these households probably live in one of the City’s affordable housing developments. Some 3,169 (35%) renter households have monthly rents of more than \$1,500.

E. GOVERNMENTAL CONSTRAINTS ANALYSIS

1. INTRODUCTION

The Housing Element must include -

“An analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels....”

The required analysis includes seven governmental factors:

- Land use controls
- Building codes and their enforcement
- Site improvements
- Fees and exactions required of developers
- Local processing and permit procedures
- *Constraints on housing for persons with disabilities*
- Constraints on meeting regional share housing needs

The purpose of the analysis is to find out if a standard or practice “...constitute(s) a barrier to the maintenance, improvement or development of housing.”

2. ACTIONS TO REMOVE/AMELIORATE CONSTRAINTS IDENTIFIED BY THE DRAFT 2008-2014 HOUSING ELEMENT

The *Draft 2008-2014 Housing Element* identified governmental constraints that needed to be removed or ameliorated. Consequently, the prior element included action programs to amend the Zoning Ordinance in the following areas:

- Emergency Shelters
- Transitional Housing
- Supportive Housing
- Single Room Occupancy
- Employee Housing
- Family Definition
- Reasonable Accommodation Procedure

The amendments will be processed following approval of the *2013-2021 Housing Element* by the City Council and certification of the element by HCD. It is anticipated that the processing of

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

the Zoning Ordinance amendments will commence in January 2014 and be completed by the summer of 2014.

In August 2013, the City enacted zoning provisions that created an R-4 Zone that permits multifamily rental housing by right at a density of 23 to 30 dwelling units per acre. The R-4 Zone was applied to two sites (five assessor parcels) which are identified in Table A-26 on page A-30.

a. Emergency Shelters

Government Code Section 65583(a)(4)(A) requires the City to identify:

...a zone or zones where emergency shelters are allowed as a permitted use without a conditional use permit or other discretionary permit.

The draft Zoning Ordinance amendments include:

- As recommended by HCD, a definition of “emergency shelter” that is consistent with Health and Safety Code Section 50801(e)
- Listing emergency shelters as a permitted use in the M-1 Zone, Light Manufacturing Zone and M-2 Zone, Heavy Manufacturing Zone
- Adding a Chapter 17.04.195 to describe the emergency shelter development and operational standards

The total size of an emergency shelter large enough to accommodate 50 occupants (the City's homeless estimate) would be about 6,000 square feet. About 1,750 square feet are required to accommodate the space needs of 50 homeless persons (35 square feet per occupant X 50). The space needed for beds represents about 30% of the total space required for a shelter as space also is needed for an office, lounge, bathrooms, kitchen, storage and mechanical. If the shelter is located in an existing building, no additional space allocation for parking is needed. [Source for space requirements: 21 Elements, *Zoning in the Wake of SB 2: Best Practices for Emergency, Transitional and Supportive Housing*, May 2010, “Sample Shelter Layout,” page 8]

The Community Development Department conducted a review of the zone districts best suited to house an emergency shelter. The Department found that the M-1 and M-2 Zones offered the best opportunities for the accommodation of an emergency shelter. These zones – which are generally located along major streets and boulevards and are transit accessible - permit many land uses that provide for the assembly of people on a temporary basis such as lodging halls, union halls, railroad passenger stations and gymnasiums. Gymnasiums often are used as temporary emergency shelters (e.g., Palm Desert High School gymnasium).

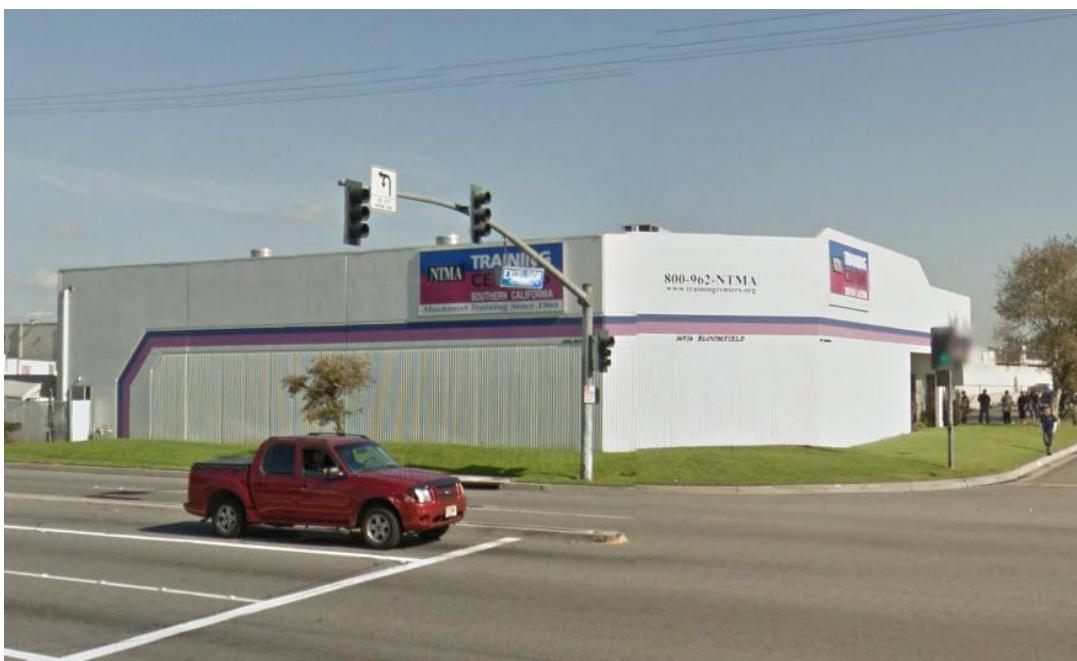
Several buildings and sites which can house an emergency shelter are located in the M-1 and M-2 zoned areas. For instance – based on aerial photographs, assessor data and land use surveys – five vacant buildings and one vacant lot are for sale as of mid-June 2013. The three small vacant buildings contain 4,965, 7,229 and 11,741 square feet, respectively. The two larger buildings, which contain 26,738 square feet and 34,500 square feet, are divisible. The vacant lot is 24,160 square feet in size.

Most of the vacant buildings and the lot for sale are located near major street intersections and in proximity to convenience shopping, medical and personal services, churches, and public transportation. As an example, one of the buildings (11,741 SF) that is for sale is located at the intersection of Bloomfield Avenue and Excelsior Drive. Public transportation is available on

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Route 3 which runs along Alondra Boulevard with a stop on Bloomfield Avenue, $\frac{1}{2}$ mile south of the Bloomfield/Excelsior intersection. Below is an aerial and site photograph of the Bloomfield/Excelsior site.

Aerial and Photo of the Bloomfield Site



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b. Transitional and Supportive Housing

Government Code Section 65583 requires local zoning to state that transitional and supportive housing are a residential use and only subject to those restrictions that apply to other residential uses of the same type in the same zone. The Zoning Ordinance amendments will be consistent with HCD guidance, which states:

The housing element must demonstrate that transitional housing and supportive housing are permitted as a residential use and only subject to those restrictions that apply to other residential dwellings of the same type in the same zone (Government Code Section 65583(a)(5)). In other words, transitional housing and supportive housing are permitted in all zones allowing residential uses and are not subject to any restrictions (e.g., occupancy limit) not imposed on similar dwellings (e.g., single family home, apartments) in the same zone in which the transitional housing and supportive housing is located. For example, transitional housing located in an apartment building in a multifamily zone is permitted in the same manner as an apartment building in the same zone and supportive housing located in a single family home in a single family zone is permitted in the same manner as a single family home in the same zone.

If jurisdictions do not explicitly permit transitional and supportive housing as previously described, the element must include a program to ensure zoning treats transitional and supportive housing as a residential use, subject only to those restrictions on residential uses contained in the same type of structure.

The City will add the following definitions to the Zoning Ordinance:

Transitional housing is defined in Section 50675.2 of the Health & Safety Code as rental housing for stays of at least six months but where the units are re-circulated to another program recipient after a set period. Transitional housing may be designated for a homeless individual or family transitioning to permanent housing.

Supportive housing as defined at Section 50675.14 of the Health & Safety Code has no limit on the length of stay, is linked to onsite or offsite services, and is occupied by a target population as defined in Health & Safety Code Section 53260. Services typically include assistance designed to meet the needs of the target population in retaining housing, living and working in the community, and/or improving health and may include case management, mental health treatment, and life skills.

c. Single Room Occupancy Units

Government Code Section 65583(c)(1) requires the City to make zoning provisions for single-room occupancy units. The draft Zoning Ordinance amendments may include:

- Adding a “single-room occupancy” definition that includes reference to efficiency dwelling units as defined by the California Building Code by Health and Safety Code Section
- Stating that SROs are a permitted use in the R-2, R-3 and R-4 Zones and that efficiency dwelling units are a permitted use in the hotel/motel overlay zone.
- Establishing development standards for SROs in the multi-family residential zones and efficiency dwelling units in the hotel/motel overlay zone.

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d. Employee Housing

There is no agriculturally zoned land or land in active agriculture production in the City. Therefore, given the apparent absence of farm workers in the community, the City has not identified a need for specialized farm worker housing beyond overall programs for housing affordability.

California Health and Safety Code Section 17021.5 (Employee Housing Act) requires jurisdictions to permit employee housing for six or fewer employees as a single-family use. The draft Zoning Ordinance amendments state that employee housing shall not be included within the zoning definition of a boarding house, rooming house, hotel, dormitory, or other similar term that implies that the employee housing is a business run for profit or differs in any other way from a family dwelling. The amendments further state that the City will not impose a conditional use permit, zoning variance, or other zoning clearance of employee housing that serves six or fewer employees that is not required of a family dwelling of the same type in the same zone.

e. Family Definition

The draft Zoning Ordinance amendments recommend that the City's "family" definition be updated because it refers to related and unrelated persons and places an occupancy limit if a single-family home is occupied by unrelated persons. The City's current definition is inconsistent with fair housing laws.

f. Reasonable Accommodation Procedure

The Federal Departments' of Justice (DOJ) and Housing and Urban Development (HUD) as well as the California Attorney General all encourage cities to adopt a reasonable accommodation procedure. The draft Zoning Ordinance amendments include a complete Reasonable Accommodation Procedure which is modeled after the recommendations of Mental Health Advocacy Services, Inc.

g. Parking

Table A-35 shows the parking standards by residential zone district. The parking standards have not had a negative impact on the supply of housing. The number of spaces per unit is almost the same as the standards of the surrounding cities of Artesia, Bellflower, Cerritos, Downey, La Mirada and Santa Fe Springs. Tables A-39 and A-40 (pages A-57 and A-58) demonstrate that recent multifamily developments have been able to both provide the required off-street parking spaces and to achieve maximum densities.

Although parking standards incrementally add to the cost of housing, it is but one among many cost drivers. Four State agencies are now conducting an *Affordable Housing Development Cost Study* to determine how 34 different "cost drivers" impact affordable multifamily rental housing development costs. Among the "cost drivers" included in the analysis are those cited as governmental constraints by Government Code Section 65583. Although the Study's findings have yet to be published, the City is committed to implementing policies and practices that can lead to reductions in the cost of housing construction.

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Section 3 – Housing Program – includes two action programs to mitigate potential constraints due to parking standards: Program #10 – Parking and Development Cost Study and Program #11 – Parking Space Reductions for Affordable and Special Needs Housing.

Table A-35
City of Norwalk
Off-Street Parking Per Unit by Residential Zone

| R-1 Zone | R-H Zone | R-2, R-3 & R-4 Zones |
|-------------------------------|-------------------------------|--|
| 2 spaces in garage or carport | 2 spaces in garage or carport | Two (2) garage spaces; one (1) additional uncovered space for a three (3) bedroom unit; two (2) additional uncovered spaces for a four (4) bedroom unit; one (1) uncovered space for every three (3) units for guests ¹ |

¹Section 17.03.040 (E)(2) of the Zoning Ordinance states: A minimum of one additional uncovered parking space provided for every bedroom in excess of two bedrooms for each dwelling unit.

Section 17.03.040 (E)(3) of the Zoning Ordinance states: One uncovered space for every three units or fraction thereof designated for the exclusive use of guests.

Source: City of Norwalk Zoning Ordinance

3. GOVERNMENTAL FACTORS FOUND NOT TO BE CONSTRAINTS

Part 3 describes the governmental factors that were found by *2008-2014 Draft Housing Element* and the Update to not create a barrier to the maintenance, improvement, or development of housing for all income levels.

a. Land Use Controls

The following pages discuss seven land use controls:

- Zoning for a Variety to Housing Types
- Density, Minimum Lot Size, Setbacks and Height Limit Standards
- Minimum Housing Unit Sizes
- Open Space Requirements
- Moratoria and Prohibitions Against Multifamily Housing
- Growth Controls and Urban Growth Boundaries
- Second Unit Development Standards

1. Zoning for a Variety to Housing Types

Government Code Section 65583(c)(1) requires the housing element to describe the zoning policies that facilitate and encourage the development of a variety of types of housing for all income levels, including:

- Multifamily rental housing
- Factory-built housing
- Mobilehomes

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- Emergency shelters
- Supportive housing
- Transitional housing
- Single-room occupancy units
- Housing for agricultural employees

In effect, these housing types represent a continuum of housing from emergency shelter to transitional housing to supportive housing to more independent housing such as SROs and multifamily rental housing. The other housing types represent housing for a unique special needs population (farm workers) and construction types (factory built and mobilehomes).

The Community Development Department has drafted Zoning Ordinance amendments to facilitate a variety of housing types with respect to: emergency shelters, supportive housing, transitional housing, single-room occupancy units, and employee housing.

Government Code Section 65583(c)(1) requires cities to facilitate and encourage the development of multifamily rental housing. The R-2, R-3 and R-4 Zones permit multifamily rental housing by right.

Factory-built housing (FBH) is an automated construction version of a site built residential structure. HCD's Division of Codes and Standards explains:

Factory-built housing can be installed where other similar types of housing units are built or exist. HSC Section 19993 allows local governments to exercise their local land use requirements with respect to factory-built housing, but the Attorney General has ruled that local governments may not require use permits for factory-built housing built in residential areas.

Local requirements imposed on factory-built housing may not differ substantially from requirements imposed on other residential buildings of the same size.

Factory-built housing also may be installed in mobilehome parks, if pursuant to HSC Section 18611, the permit to construct the park was issued after January 1, 1982, and if a local zoning designation or conditional use permit authorizes the installation of factory-built housing.

Source: California Department of Housing and Community Development, Division of Codes and Standards, *Factory-Built Housing Handbook for City and County Building Departments*, December 2007

The City's zoning practices are consistent with the requirements described by the HCD's Division of Codes and Standards.

Zoning Ordinance Chapter 17.04.040 provides that a mobilehome park is a conditionally permitted use in any zone. As of June 10, 2013 six mobilehome parks containing 441 spaces are located in Norwalk according to the HCD Mobilehome Parks Listing:

- | | |
|--------------------------|-----------|
| ➤ Pioneer TP | 20 spaces |
| ➤ Cerritos Mobile Lodge | 40 spaces |
| ➤ Pioneer Mobile Estates | 52 spaces |
| ➤ Norwalk Mobile Lodge | 92 spaces |

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- Norwalk Village 103 spaces
- Imperial Village 134 spaces

2. Density, Minimum Lot Size, Setbacks and Height Limit Standards

The Land Use Element provides for residential uses in four categories:

- Low Density 8.7 or less dwelling units per acre
- Medium Density up to 16 dwelling units per acre
- High Density up to 22 dwelling units per acre
- Very High Density 23 to 30 dwelling units per acre

Table A-36 lists the development standards of each residential zone with respect to:

- Maximum dwelling units per acre (maximum densities)
- Minimum lot size
- Setbacks (front, side and rear)
- Maximum height limits

**Table A-36
City of Norwalk
Residential Development Standards**

| Standard | R-1 | R-H | R-2 | R-3 | R-4 |
|---------------------------------|--|--|-----------------------------|-----------------------------|-----------------------------|
| Maximum Dwelling Units Per Acre | 8.7 | 8.7 | 16 | 22 | 23-30 |
| Minimum Lot Size | 5000 square feet | 9000 square feet | 5000 square feet | 5000 square feet | 25,000 square feet |
| Front Setback | 20 feet or 20% of lot depth | 20 feet or 20% of lot depth | 15 feet or 15% of lot depth | 15 feet or 15% of lot depth | 15 feet or 15% of lot depth |
| Side Setback | 5 feet or 10% of lot width | 5 feet or 10% of lot width | 3-10 feet | 3-20 feet | 5-10 feet |
| Rear Setback | 20 feet or 20% of lot depth (some exceptions may apply) | 20 feet or 20% of lot depth (some exceptions may apply) | 20 feet or 20% of lot depth | 20 feet or 20% of lot depth | 20 feet or 20% of lot depth |
| Maximum Building Height | 2.5 stories or 35 feet | 2.5 stories or 35 feet | 3 stories or 35 feet | 3 stories or 35 feet | 3 stories or 35 feet |

Source: City of Norwalk Zoning Ordinance

Table A-37 compares Norwalk's high density development standards with those of five neighboring cities. Norwalk's development standards are about the same or less stringent than those of other cities with the exception of rear yard setbacks. Among the six cities, Norwalk is the only one that explicitly allows a height limit of three stories.

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Table A-37
Comparison of High Density Residential
(20-30 Dwelling Units Per Acre)
Development Standards

| Standard | Norwalk | Artesia | Bellflower | Cerritos | Downey | Santa Fe Springs |
|-------------------------|-----------------------------|------------------------|----------------------|---|--------------------|-------------------|
| Minimum Lot Size | 5,000 square feet | 5,000 square feet | 5,000 square feet | No Minimum stated | 5,000 square feet | 7,500 square feet |
| Front Setback | 15 feet or 15% of lot depth | 15 feet; 25 for garage | 10 feet | 25 feet | Prevailing Setback | 15 feet |
| Side Setback | 5-10 feet | 5-10 feet | 5-8 feet | 12-25 feet | 4 feet | 10 feet |
| Rear Setback | 20 feet or 20% of lot depth | 5 feet | 5-8 feet | 12-25 feet | 20 feet | 5 feet |
| Maximum Building Height | 3 stories or 35 feet | 2 stories or 35 feet | 2 stories or 35 feet | 2 stories; not to exceed building width | 30 feet | 25 feet |

Source: Zoning Ordinances of each city

The City has approved re-zoning from lower to higher density residential use and has facilitated the development of housing by re-zoning parcels from commercial or industrial to higher density residential uses. These actions have helped to expand the housing stock. On a case-by-case basis, the City will continue to expand housing opportunities by reviewing the re-zoning of sites.

3. Minimum Housing Unit Sizes

Numerous variables impact the cost of producing new multifamily housing. For a given level of housing quality, the larger the housing unit size, the more it will cost to construct. Table A-38 shows minimum housing unit size standards for different housing types. The minimum housing unit sizes range from a low of 150 square feet (efficiency dwelling units) to a maximum of 1,100 square feet (3-bedroom apartment unit). Single-family dwelling units must have a floor area of not less than 800 square feet, exclusive of garages, porches and patios.

The draft Zoning Ordinance amendments, as previously mentioned, may permit the development of efficiency dwelling units per Health and Safety Code Section 17958.1.

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Table A-38
City of Norwalk
Minimum Housing Unit Sizes
By Housing Unit Type

| Housing Unit Type | Housing Unit Size |
|---|---------------------------|
| Efficiency Dwelling Units | 150 square feet |
| Second Units | 220 to 540 square feet |
| Single Room Occupancy (SRO) Units | 275 to 450 square feet |
| Bachelor Apartment | Less than 650 square feet |
| One Bedroom | 650 to 750 square feet |
| Single family Detached Residential Unit | 800 square feet |
| Two Bedroom | 850 to 1,000 square feet |
| Three Bedroom | 1,100 square feet |

Second units must not exceed 30% of the gross floor area of the existing single-family home or 1,200 square feet, whichever is less. There are few homes in Norwalk that have 4,000 square feet of living space, which is the amount required to construct a 1,200 square foot second unit. All second units must have a kitchen and a full bathroom. Therefore, the minimum size of a second unit probably would be 220 square feet based on the standards of the 2010 California Building Code (Title 24, Part 2, 1208.4 efficiency dwelling units.) A survey of the housing units sizes of single-family homes for sale in June 2013 found a range from about 700 square feet to 1,800 square feet. The maximum size of a second unit then would probably be about 540 square foot (30% of 1,800 square feet).

The draft Zoning Ordinance amendments suggest that SRO units have a housing unit size in the range of 275 to 450 square feet.

The Zoning Ordinance refers to “bachelor apartments” as a housing unit with one room and bath, without cooking facilities, in a multiple dwelling. These housing units are likely to contain less square footage than a one-bedroom unit with both a kitchen and a bathroom.

The housing unit size standards do not constrain multi-family housing development because:

- As Table A-38 demonstrates, the Zoning Ordinance will make provisions for a variety of housing unit sizes which will facilitate the construction of affordable housing
- Housing units of 150 square feet are the smallest allowed under the provisions of Health and Safety Code Section 17958.1 (“efficiency dwelling unit”).
- For one- and two-bedroom apartments, the Zoning Ordinance also establishes a maximum housing unit size.
- The Zoning Ordinance standards are almost identical to those of the California Tax Credit Allocation Committee. TCAC requires a minimum living space of 750 SF for a two bedroom unit and 1000 SF for a three bedroom unit. The TCAC minimum housing unit size for a one bedroom unit is 500 SF, which is smaller than the City standard.
- The City has approved one-bedroom senior housing units with unit sizes less than 650 square feet. Flexibility in the approval of smaller housing unit sizes for senior and family projects is made through the City’s specific plan process.

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4. Open Space Requirements

Open space includes sidewalk, landscaping, pergolas, swimming pools, decks, balconies and recreation rooms. The open space requirements in the three multiple family housing zones are as follows

| | |
|------------|--------------------------|
| 1 bedroom | 200 square feet per unit |
| 2 bedrooms | 300 square feet per unit |
| 3 bedrooms | 400 square feet per unit |

The open space standards have been applied to housing development over the past three decades. During this period, several multi-family housing developments have been constructed, including a variety of affordable housing communities.

5. Summary of Development Standards

Many of the City's residential lots are about 13,500 square feet in size. The maximum density on these R-3 lots is six dwelling units. Housing developers can satisfy the Zoning Ordinance requirements on parcels of this size and still achieve the maximum housing capacity of six dwelling units. Some parcels in the City are 16,800 square feet in area. The maximum density on these R-3 parcels is eight dwelling units. Housing developers can satisfy the Zoning Ordinance requirements on parcels of this size and still achieve the maximum housing capacity.

Recently completed or approved infill residential housing developments have met or exceeded all zoning requirements. Future developments on vacant and underutilized sites also will be able to meet the zoning standards. Tables A-39 and A-40 show how two new multifamily developments have developed housing that meets or exceeds the City's zoning requirements, including the parking standards. The two projects are located on infill sites. The two recent housing developments met or exceeded the City's minimum standards with regard to:

- Building Height
- Front, Side and Rear Yard Setbacks
- Amenities
- Unit Size
- Maximum Number of Units
- Private Open Space
- Off-street Parking

6. Moratoria and Prohibitions Against Multifamily Housing Developments

The City has imposed no moratoria or prohibitions against multifamily housing developments. During the past 13 years (2000-2013), the vast majority of new housing construction has been multi-family housing - affordable rental housing, market rate rental housing and condominiums. Two affordable rental developments – San Antonio Gardens and Center Pointe Villas – added 305 dwellings to the housing stock.

7. Growth Controls, Urban Growth Boundaries

The City has no growth control policies or ordinances.

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Table A-39
City of Norwalk
Precise Development Plan No. 1800
General Plan: High Density Residential
Zoning: Multiple-Family High Density (R-3) Zone
Lot Size: 13,485 Square Feet
6-Unit Apartment Complex

| Development Standard | Zoning Ordinance Requirement | Proposed |
|-----------------------------|---|--|
| Building Height | 35 feet | 22 feet 2 inches |
| Front Yard Setback | 15% of the lot depth 15 feet (north lot line) | 15 feet (north lot line) |
| Side Yard Setback | 5 feet (east lot line) 5 feet west lot line) | 5 feet (east lot line) 5 feet west lot line) |
| Rear Yard Setback | 20 feet (south lot line) | 20 feet (west building) 18 feet (east building) |
| Amenities | 4 minimum | 5 proposed <ul style="list-style-type: none">• Covered common patio• Barbeque• Water element• Children's play area with equipment• Laundry room in each unit |
| Unit Size | 2 bedrooms: 850-1,100 sq. ft. | 2 bedrooms: 1,692.- 1,795 sq. ft. |
| Number of Units | 6 maximum (1 per 1,980 square feet of lot area) | 6 units |
| Open Space Private | 1,800 sq. ft. (300 sq. ft. per 2 bedroom unit) | 1,983 sq. ft. |
| Off Street Parking | 2 covered spaced per unit, or 12 covered Spaces 1 uncovered guest parking per every 3 units, or 2 guest parking spaces | 12 covered spaces within garages 2 uncovered guest parking Spaces |

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-40
City of Norwalk
Tentative Tract Map No. 068931
Precise Development Plan No. 1783
General Plan: High Density Residential
Zoning: Multiple-Family High Density (R-3) Zone
Lot Size: 13,485 Square Feet
6-Unit Condominium Complex

| Development Standard | Zoning Ordinance Requirement | Proposed |
|-----------------------------|---|---|
| Building Height | 35 feet | 25 feet 9 inches |
| Front Yard Setback | 15% of the lot depth 15 feet (west lot line) | 15 feet 6 inches (west lot line) |
| Side Yard Setback | 5 feet (north lot line) 5 feet (south lot line) | 5 feet (north lot line) 5 feet (south lot line) |
| Rear Yard Setback | 20 feet (east lot line) | 20 feet (east lot line) |
| Amenities | 4 minimum | 4 proposed: <ul style="list-style-type: none">• Children's play area• Covered patio• Fireplace in each unit• Laundry room in each unit |
| Unit Size | 2 bedrooms: 850-1,000 square feet | 2 bedrooms: 1,478 square feet |
| Number of Units | 6 maximum (1 per 1,980 square feet of lot area) | 6 units |
| Open Space Private | 1,800 square feet (300 sq. ft. per 2 bedroom unit) | 2,059 square feet |
| Off Street Parking | 2 covered spaces per unit, or 12 covered Spaces 1 uncovered guest parking per every 3 units, or 2 guest parking spaces | 12 covered spaces within garages 3 uncovered guest parking spaces |

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

8. Second Unit Development Standards

The purpose of Section 17.04.210 of the Zoning Ordinance is to comply with Government Code Section 65852.2, which allows the City to enact standards for the development of second units to increase the supply of affordable housing while ensuring that such housing remains compatible with existing neighborhoods. The second unit development standards include:

One second unit may be developed on parcels that contain not more than one existing single-family residence.

Minimim Lot Size: 10,000 square feet for property with a general plan land use designation of low-density residential, 5,000 square feet for a property with a general plan land use designation of medium or high density residential

Floor Area: The floor area of a second unit shall not exceed thirty (30) percent of the gross floor area of the existing single-family residence or one thousand two hundred (1,200) square feet, whichever is less.

Kitchen/Bathroom: All second units shall have a kitchen and a full bathroom.

Off Street Parking: A minimum of one parking space located within an enclosed garage shall be provided for each bedroom, except not more than two enclosed garage parking spaces are required for the second unit. For a property designated by the general plan for low density residential use, the required parking spaces may be provided as either covered carport parking spaces or enclosed garage parking spaces.

Development Standards in All Zones: The construction of a second unit shall conform to all of the zoning requirements established for the respective zoning classification that the property is located on including, but not limited to, building yards and setbacks, maximum building height, lot width, density, landscaping, architectural, building design, open space and other zoning requirements.

b. Building Codes and Their Enforcement

HCD guidance indicates -

The element must describe the building code adoption and enforcement process, including identification of any local amendments to the Uniform Building Code (UBC) and how building code enforcement is carried out by the jurisdiction.

The element must describe the building code adoption and enforcement process, including identification of any local amendments to the Uniform Building Code (UBC) and how building code enforcement is carried out by the jurisdiction.

The City Council has adopted the California Building Code – 2010 Edition – based on the 2009 International Building Code. Section 15.04.040 of the adopted Building Code describes the City of Norwalk amendments to the California Building Code. These amendments, for the most part, are very technical and do not detrimentally impact the construction of housing. An amendment allows increases in building height and stories when new buildings are equipped with approved automatic sprinkler systems. The City Council also has found it beneficial to the health and

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

safety of the community to require fire retardant roofing in the construction of multiple family dwellings, apartments, and condominiums.

Other uniform codes adopted by the City Council include:

- California Residential Code
- California Plumbing Code
- California Electrical Code
- California Existing Building Code
- California Green Building Standards Code

The California Building Code, as noted, was adopted by reference with only minor variations. The cost of new housing is not adversely impacted by the adopted amendments. The City's codes are considered to be the minimum necessary to protect the public health, safety and welfare. The Codes, which are based on the uniform codes, are adopted by many cities throughout southern California and do not pose a constraint to residential development.

The Building and Safety Division of the Community Development Department is responsible for plan check which includes site plan, floor plan, foundation plan, framing plan, roof plan, etc. The Building and Safety Division also issues permits for all new construction or modifications to existing developments (commercial, residential or industrial) in the City. The permits follow the safety standards set forth in the Building Code and the City maintains a staff of inspectors who visit each job site to verify that the work has been performed to Code requirements. Adherence to the Building Code ensures that each project meets a minimum set of safety standards, which in turn helps preserve the value of the buildings and structures.

c. On- and Off-Site Improvement Requirements

HCD guidance indicates :-

The element must also describe and analyze the impact of on- and off-site improvement standards including street widths, curb, gutter, and sidewalk requirements, landscaping, circulation improvement requirements and any generally applicable level of service standards or mitigation thresholds.

The majority of the residential areas in Norwalk are built out. The vacant housing sites are located on infill lots in areas with existing infrastructure such as streets, street lights, sewer and water lines. In most cases, development of the lots involves connection to existing infrastructure.

Developers of residential subdivisions in Norwalk are required to construct streets, curbs, gutters, sidewalks, sewers, water lines, street lighting and trees along the entire street line of the affected property. These facilities are then dedicated to the City, which is responsible for maintenance.

The City has adopted by reference the following street standards: "Street Specifications, Highway and Bridge Construction" (standard street specifications) as published by and for the Los Angeles Road Department. When necessary, developers are required to repair or replace damaged curb/gutter, sidewalk and drive aprons. Likewise, existing wheelchair ramps may need to be replaced to meet current standards. Developers are required to pay a sewer connection fee to the Los Angeles County Sanitation District.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

The improvement requirements described above have been applied to existing housing as well as all residential developments under construction and approved for development. An affordable housing development must adhere to the City's basic standards. However, financial assistance, when available, could be contributed in order to reduce the cost impacts of required off- and on-site improvements.

d. Fees and Exactions

HCD guidance indicates that:

The element must identify permit processing and planning fees and development and impact fees and exactions for impacts on the cost, feasibility, and affordability of housing. The analysis should include an estimate of the average fees for typical multifamily and single-family developments.

1. Fees

Table A-41 lists the major application fees. Other typical fees include Building and Safety fees and the fee of other agencies such as the ABC Unified School District developer fee, waste management recycle, and the connection fees charged by Los Angeles County Sanitation District.

Table A-42 shows the typical single-family housing development fees. The total fees are about \$16,100. The City fees comprise about one-third the total fees. The school impact fees and other special district fees comprise more than two-thirds of the fees incurred by a typical single family home. Table A-43 shows that the City fees for a single-family development represent 4% to 6% of the total housing costs. The fees as a percentage of total costs could be higher in the future if housing costs decrease and certain fees such as the school impact fees are increased.

Table A-42 also shows the typical multi-family development fees. For a 14-unit multi-family development the total fees are about \$176,200. The per unit fees are about \$12,584. Table A-43 shows that the City fees for a multifamily development represent 4% to 6% of the total housing costs. The fees as a percentage of total costs could be higher in the future if housing costs decrease and certain fees such as the school impact fees are increased.

The City has established each fee after careful study and consideration and believes that the fee amounts are both necessary and appropriate for residential development.

2. Exactions

By definition, an exaction is a large capital improvement included in a project's approval for development (e.g., land dedication for parks and schools, etc.). Norwalk does not require large-scale capital improvements to be constructed by project applicants. Instead, the City's development impact fees are intended to finance construction of such facilities. Since the City does not impose exactions, they are not a constraint to local development. As explained earlier, residential projects must dedicate land for street and alley widening when necessary.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-41
City of Norwalk
Summary of Fees for Major Applications

| Application Type | Fee Amount |
|--|---|
| Zone Change | \$1,243 - \$2,766 |
| Zone Variance | \$2,500 |
| Text Amendment | \$2,432 |
| Conditional Use Permit | \$1049 |
| Precise Development Plan (for a project requiring a Negative Declaration) | \$2,814 |
| Unclassified Use Review | \$2,239 |
| General Plan Amendment | \$3,445 |
| Tentative Parcel Map | \$3,193 |
| Tentative Tract Map | \$3,193 - \$4,750 |
| Categorical Exemption | \$485 |
| Lot Line Adjustment | \$1,348 |
| Art in Public Places | 1% of project cost for projects with a building permit valuation greater than \$500,000 |
| Parkland Dedication Fees | (\$133.73 x multiple dwelling unit) x Fair Market Value per Square Foot of Land |

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-42
City of Norwalk
Typical Fees – Single Family Home and High Density Multi-Family Residential

| R-1 Single Family Home | |
|---|---------------------|
| Living Space: 1,842 sq. ft. @ \$95.91 | \$176,666.22 |
| Garage Space: 440 sq. ft. @ \$37.34 | \$16,429.60 |
| Total Valuation: | \$193,095.82 |
| <i>Building and Safety Fees:</i> | |
| Plan Check | \$1,907.25 |
| Building Permits | \$2,321.53 |
| Electrical | \$300.00 |
| Plumbing | \$300.00 |
| Mechanical | \$500.00 |
| Sewer | \$100.00 |
| Subtotal | \$5,428.78 |
| <i>Planning Fees:</i> | |
| Site Plan Review | \$675.00 |
| <i>Additional Agency Fees/Approvals:</i> | |
| School Fees at \$2.98 per Sq. Ft. | \$5,489.16 |
| Waste Management Recycle @ 1% of Valuation | \$1,930.95 |
| County Sanitation | \$2,560.00 |
| Subtotal | \$9,980.11 |
| Total Fees | \$16,083.89 |
| R-3 High Density Multiple Family Residential 14-unit Condominium Project | |
| Living Space: 26,316 sq. ft. @ \$95.91 | \$2,523,967.56 |
| Garage Space: 5,880 sq. ft. @ \$37.34 | \$219,559.20 |
| Total Valuation: | \$2,743,526.76 |
| <i>Building and Safety Fees:</i> | |
| Plan Check | \$9,606.70 |
| Building Permits | \$11,706.50 |
| Electrical | \$2,631.60 |
| Plumbing | \$3,000.00 |
| Mechanical | \$2,600.00 |
| Sewer | \$300.00 |
| Subtotal | \$29,844.80 |
| <i>Planning Fees:</i> | |
| Precise Development Plan | \$2,814.00 |
| Environmental Exemption | \$485.00 |
| Tentative Tract Map | \$4,621.00 |
| Subtotal | \$7,920.00 |
| <i>Additional Agency Fees/Approvals:</i> | |
| School Fees at \$2.98 per Sq. Ft. | \$78,421.68 |
| Waste Management Recycle @ 1% of Valuation | \$27,435.27 |
| Art in Public Places Fee @ 1% of Valuation | \$27,435.27 |
| County Sanitation | \$5,120.00 |
| Subtotal | \$138,412.22 |
| Total Fees | \$176,177.02 |

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-43
Proportion of Fees in Overall Development Cost for a Typical Residential Development

| Development Cost for a Typical Unit | Single-Family | Multi-Family |
|---|---------------|--------------|
| Total estimated fees per unit | \$16,083.89 | \$12,584.07 |
| Typical estimated cost of development per unit ¹ | \$409,000+ | \$322,650+ |
| Estimated proportion of fee cost to overall development cost per unit | 3.9% | 3.9% |
| Typical estimated cost of development per unit ¹ | \$275,000+ | \$225,000+ |
| Estimated proportion of fee cost to overall development cost per unit | 5.8% | 5.6% |

¹1,842 square for single-family unit based on the average unit size of recently approved projects; 1,350 SF for multi-family unit. Sales prices based on multiple listing service prices of sold housing units.

e. Processing and Permit Procedures

HCD guidance indicates the following:

Permit processing requirements must be identified and analyzed for their impacts on housing supply, affordability and development certainty. The element must describe and analyze the types of permits required, by housing type, extent of discretionary review including required approval findings, procedures, and processing time required for residential development by zoning district and housing type

Table A-44 identifies the typical processing procedures which are required for a single family unit, subdivision and multifamily development. The maximum processing time is six months or less.

The development of a single family home requires submittal of a site plan. The Planning Division reviews and approves a site plan within four weeks.

Table A-44 shows the entitlements required of a subdivision. The entire process takes about eight months to complete and the final subdivision map is approved by the City Council.

Multifamily development is permitted by right in the R-2, R-3 and R-4 Zones. A variance or conditional use permit is not required of multifamily developments in these zones. Development in these zones is subject only to approval by the Planning Commission of a Precise Development Plan. Section 17.02.120 A of the Zoning Ordinance specifically states that:

No provision of this chapter is intended to deny any use already permitted by this title nor to grant any use in a zone not therein authorized.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-44
City or Norwalk
Typical Processing Procedures by Project Type

| Project Type | Single Family Unit | Subdivision | Multifamily Units |
|---------------------------------|--------------------|------------------------------------|------------------------------------|
| Entitlements | Site Plan | Tentative Tract/Parcel Map | Precise Development Plan |
| | | Final Subdivision Map | |
| | | Initial Study/Negative Declaration | |
| | | Precise Development Plan | |
| | | | Initial Study/Negative Declaration |
| Estimated Total Processing Time | 4 weeks | 6-8 Months | 6 months |

The purpose of the Precise Development Plan is to ensure compliance with the development standards of the Zoning Ordinance. In the Planning Commission review of such plans:

Consideration shall be given to building orientation, walls or fences, landscaping, general design and development, setbacks, height, vehicular and pedestrian ingress and egress, parking, lighting, and the relationship of such factors to existing and proposed development in the immediate and surrounding area. [Section 17.02.240 C Standards and Review Criteria of the Zoning Ordinance]

Consideration of a Precise Development Plan by the Planning Commission is usually completed within six months.

The City enacted a second unit ordinance on May 20, 2003. According to Ordinance No. 1540:

An application for a second unit that meets the location and development standards contained in this code shall be approved ministerially without discretionary review.

The Ordinance also states that an application for a second unit shall be submitted to the Department of Community Development concurrently with submittal of an application for a building permit. The second unit site plan review and approval process is completed 30 days after submittal of both applications.

The requirement for an environmental impact report is the processing factor that most impacts the cost and supply of housing. Environmental review of proposed projects is streamlined because new developments are categorically exempt. Proposed projects on vacant and underutilized land are listed under the City of Norwalk Local CEQA Guidelines as a Class 32 Categorical Exemption from the requirements of the California Environmental Quality Act. Class 32 consists of in-fill development projects on sites no more than 5-acres in size and substantially surrounded by urban developments.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Landscaping plans and irrigation plans as well design features are subject to approval by the Community Development Director.

Table A-45 identifies the processing time and approval body associated with different types of permits. As mentioned above, not all housing developments require each of the permits. The Planning Commission actions typically are completed in six months or less. The City Council actions typically are completed in eight months or less. Public hearings are conducted by the City Council as well as the Planning Commission.

**Table A-45
City of Norwalk
Timelines for Permit Procedures**

| Type of Approval or Permit | Typical Processing Time | Approval Body |
|-----------------------------|-------------------------|---------------------|
| Site Plan Review | 4 weeks | Planning Division |
| Precise Development Plan | 6 months | Planning Commission |
| Tentative Tract Maps | 6 months | Planning Commission |
| Tentative Parcel Maps | 6 months | Planning Commission |
| Final Subdivision Map | 8 months | City Council |
| Negative Declaration | 6 months | Planning Commission |
| Environmental Impact Report | 12 months | Planning Commission |

Note:

The above assumes proposed developments are consistent with the General Plan, Zoning Ordinance and Zoning Map. Some proposed developments may require a General Plan Amendment and Zone Change, which must be approved by the Planning Commission and City Council. The approval process takes about eight months to complete.

The City's processing and permit procedures are not a constraint on the development of housing. The Community Development Department continues in its efforts to reduce paperwork and processing time for all development project applications. The time frames are highly dependent on the applicant's accurate and timely response to City staff comments. For affordable housing developments, the key time constraint is not the permitting and processing procedures, but the time involved in obtaining funding from sources other than the City such as Low Income Housing Tax Credits.

f. Constraints on Housing for Disabled Persons

According to HCD:

Housing element law requires that in addition to the needs analysis for persons with disabilities, the housing element must analyze potential governmental constraints to the development, improvement and maintenance of housing for persons with disabilities, demonstrate local efforts to remove any such constraints and provide for reasonable accommodations for persons with disabilities through programs that remove constraints.

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HCD guidance indicates the scope of the analysis should encompass:

- Identify and analyze whether the locality has an established reasonable accommodation procedure
- Review of zoning and land-use policies and practices to ensure compliance with fair housing laws
- Evaluation of permit and processing procedures for licensed residential care facilities and group homes
- Review of the Building Codes to identify any amendments that might diminish the ability to accommodate persons with disabilities and universal design elements

Table A-46 presents an analysis of the Zoning Code provisions pertaining to housing for disabled persons, as follows:

- Reasonable Accommodation Procedure
- Definition of family
- Group homes housing 6 or fewer persons
- Group homes housing 7+ persons
- Siting/Separation Standards for Licensed Group Homes
- Parking Standards for Housing for Disabled Persons
- Permits and Processing
- Building Code

g. Constraints on Meeting the City's Share of the Regional Housing Need

The Housing Element Law requires the City to identify and remove any governmental constraints that hinder meeting the community's share of the regional housing need.

201 housing units have been allocated to the City as its share of the regional housing need (*Final Regional Housing Needs Assessment*). Section B - Sites Inventory and Analysis - explains that there are available sites with sufficient capacity to accommodate the entire regional share need for each income group. Public services and facilities also are adequate to accommodate the City's share of the regional housing need.

There are no local governmental constraints that would prevent the City from meeting its share of the regional housing need.

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Table A-46
City of Norwalk
Zoning Ordinance Provisions Pertaining to Housing for Disabled Persons

| Actual or Potential Constraint | California State Law | Zoning/Bldg Code Provision |
|--|--|--|
| Reasonable Accommodations Procedure (RAP) | California Attorney General and Federal Dept. of Justice (DOJ) recommend cities to adopt a RAP. | As described on page A-50, the City will establish a Reasonable Accommodation Procedure. The Community Development Director will be able to approve, approve with conditions or deny a request. The standards for approval will be those recommended by the CA Attorney General. The procedure will made available at the CDD counter and will be posted on the City's website per the recommendations of the Federal DOJ and CA Attorney General. |
| Definition of Family | CA fair housing laws prohibit definitions that refer only to related persons or establish a maximum number of people comprising a family. | The Zoning Ordinance definition refers to unrelated persons and establishes an occupancy limit. This definition is not consistent with fair housing laws. |
| Group Homes Housing 6 or Fewer Persons include: ➤ Intermediate Care Facilities for People with Developmental Disabilities-H & SC § 1267.8 ➤ Housing for Disabled People/Children-H & SC § 1566.3 ➤ Residential Care Facilities for the Elderly-H & SC § 1569.85 ➤ Alcoholism/Drug Treatment Facilities-H & SC § 11834.23 ➤ Residential Facilities for Persons with Chronic Illnesses-H & SC § 1568.0831 | Under CA laws group homes housing 6 or fewer people and licensed under the Health and Safety Code (H & SC) must be permitted in all zones that permit single family homes. | Licensed group homes are allowed in zones that permit single family homes. As of late June 2013, there are 33 Adult Residential Facilities with a capacity of 257 persons located in Norwalk. Also, there are 17 Residential Care Facilities for the Elderly with a capacity of 159 persons located in the City. |
| Group Homes Housing 7+ Persons | Case laws allow cities to require a conditional use permit (CUP) for group homes housing 7 or more people. ¹ | The City requires a CUP for group homes housing 7 or more persons. |

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-46 continued
City of Norwalk
Zoning Code Provisions Pertaining to Housing for Disabled Persons

| Actual or Potential Constraint | State Law | Zoning Code Provision |
|--|--|--|
| Siting/Separation Standards for Licensed Group Homes | H & SC § 1520.5 requires facilities licensed by the CA Dept. of Social Services to be 300' away from a like facility. | The City has not adopted and therefore does not enforce a siting/separation standard different than the State. The City's Zoning Ordinance and Land Use Element do no impose siting requirements for special needs housing. |
| Parking Standards for Housing for Disabled Persons | CA law does not establish statewide parking standards. | The City's parking standards are established for a use, not occupants of housing. The City's Reasonable Accommodation Procedure will allow disabled people or their representatives to request a parking standard lower than required by the Zoning Ordinance |
| Permits and Processing | CA law establishes that group homes housing 6 or fewer persons are allowed by right in zones that permit single family homes. | Licensed group homes are permitted in all zones that permit single family homes (see above). A group home for disabled persons will be able to request a reasonable accommodation. |
| Building Code | CA State establishes building permit requirements and accessible housing unit requirements. CA State law establishes standards for building construction. | The City has adopted and enforces the 2010 California Building Code. Structural retrofits require a building permit. Non-structural retrofits do not require a building permit. No local amendments have been made that diminish the ability of housing to accommodate disabled persons. The Reasonable Accommodation Procedure will allow requests to modify the development standards of the Zoning Ordinance. The City has not adopted universal design elements. |

¹Barbara Kautz, Goldfarb & Lipman LLP, *Select California Laws Relating to Residential Recovery Facilities and Group Homes*, pg. 3, (presented at the Residential Recovery Facilities Conference, Newport Beach, March 2, 2007)

California law does not prohibit requiring a use permit for facilities of 7 or more persons (e.g., Health and Safety Code § 11834.23). Alene M. Taber, Esq., AICIP and Michael J. Altieri, Esq., Jackson, Demarco, Tidus & Peckenpaugh, *Residential Recovery Homes and Their Local Impacts*, page 11, (presented at the Residential Recovery Facilities Conference, Newport Beach, March 2, 2007)

F. PROGRESS REPORT

1. INTRODUCTION

HCD suggests that the Progress Report (officially known as review and revision) discuss:

"Appropriateness of goals, objectives and policies" (Section 65588(a)(1)): A description of how the goals, objectives, policies and programs of the updated element incorporate what has been learned from the results of the prior element.

"Effectiveness of the element" (Section 65588(a)(2)): A comparison of the actual results of the earlier element with its goals, objectives, policies and programs. The results should be quantified where possible (e.g., rehabilitation), but may be qualitative where necessary (e.g., mitigation of constraints).

"Progress in implementation" (Section 65583(a)(3)): An analysis of the significant differences between what was projected or planned in the earlier element and what was achieved.

2. APPROPRIATENESS OF GOALS, POLICIES AND OBJECTIVES

The City did not adopt an element for the 2008-2014 planning period. The goals and policies of the *2008-2014 Draft Housing Element* have been incorporated in the *2013-2021 Draft Housing Element* with the exception of those dependent on funding from the Redevelopment Agency's Low and Moderate Income Housing Set-Aside. Additionally, the fair housing goal was updated to reflect the current thinking on this subject of the U.S. Department of Housing and Urban Development (HUD).

Quantified objectives were established based on new funding realities which account for the loss of the Redevelopment Agency's affordable housing funds, reduced CDBG and HOME funds, and sequestration impacts on the Norwalk Housing Authority's Section 8 Housing Choice Voucher Program.

3. EFFECTIVENESS OF THE ELEMENT

Although an element was not adopted for the 2008-2014 planning period, several actions of the City addressed the community's housing needs. For example:

- 35 extremely low income housing units were constructed in two developments for formerly homeless mentally disabled adults.
- The Zoning Ordinance was amended to establish an R-4 Zone that allows multifamily housing by right at a density of 23-30 housing units per acre. The R-Zone was applied to two sites (five assessor parcels).
- The City's Social Services Department implemented a "Lodging for Homeless Persons" program to provide emergency shelter in motel lodging.
- The Social Services Department implemented the Homeless Prevention and Rapid Rehousing Program (HPRRP) that helped homeless persons with rental assistance, security deposits, utility assistance and motel/hotel vouchers.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

- Annually, rental assistance was provided to about 700 lower income families by the Norwalk Housing Authority.
- 319 homes were rehabilitated through CDBG funding between 2008 and 2013
- 96 homes were improved through HOME funding between 2008 and 2013

4. PROGRESS IN IMPLEMENTATION

The City did not adopt a Housing Element for the 2008-2014 planning period. However, as noted above, programs were implemented to address the community's housing needs including the construction of 35 extremely low income housing units and the rehabilitation of 415 housing units.

Table A-47 describes the appropriateness of the goals and policies that were contained in the *Draft – but not adopted – 2008 -2014 Housing Element*. Table A-48 describes the accomplishments made toward implement the *Draft 2008-2014 Housing Element*.

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-47
City of Norwalk
2008-2014 Draft Housing Element
Evaluation of the Appropriateness of Goals and Policies

| Goals | Policies | Appropriateness |
|--|---|---|
| PROGRAM CATEGORY #1: MAKE SITES AVAILABLE WITH THE APPROPRIATE ZONING AND DEVELOPMENT STANDARDS AND WITH ADEQUATE SERVICES AND FACILITIES | | |
| | | |
| Attain a housing supply adequate to meet the needs projected for the City. | Facilitate the development of single-family homes to provide homeownership opportunities for moderate- and above moderate-income households. | The goals and policies remain appropriate. However, the dissolution of the Redevelopment Agency will hamper the attainment of the goals and policies. |
| Provide a variety of rental and homeownership housing opportunities for all income groups of the City. | Encourage through specific plans, planned unit developments, density bonuses and other incentives the construction of new housing on vacant and underutilized sites. | Some modifications to these statements have been made in the <i>2013-2021 Housing Element</i> . |
| PROGRAM CATEGORY #2: ASSIST IN THE DEVELOPMENT OF ADEQUATE HOUSING TO MEET THE NEEDS OF LOW AND MODERATE-INCOME HOUSEHOLDS | | |
| | | |
| Attain a housing market where all families can find adequate housing within their financial means. | Support the Federal and State goal of a decent home and suitable living environment for all of Norwalk's residents. | The goals and policies remain appropriate. The City no longer has a Redevelopment Agency and has lost monies to attain the goals and policies. |
| Achieve an assisted housing supply that provides a full range of affordable ownership and rental housing opportunities. | Assist in the provision of housing affordable to extremely low, very low, low and moderate-income households through actions of the City, Redevelopment Agency and Housing Authority. | The City will continue to have access to CDBG, HOME and Section 8 funds. The HOME funds and to some degree the CDBG funds can leverage local resources. |
| | Continue to leverage local resources with private funding and State and Federal housing programs. | Some modifications to these statements have been made in the <i>2013-2021 Housing Element</i> . |

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Table A-47 continued
City of Norwalk
2008-2014 Draft Housing Element
Evaluation of the Appropriateness of Goals and Policies

| Goals | Policies | Appropriateness |
|--|---|---|
| PROGRAM CATEGORY #3: | | |
| ADDRESS AND REMOVE EXISTING GOVERNMENTAL CONSTRAINTS TO THE MAINTENANCE, IMPROVEMENT AND DEVELOPMENT OF HOUSING | | |
| Maintain a barrier-free City process for the maintenance, preservation, improvement and development of housing. | <p>Address the special needs of disabled persons through adoption of a reasonable accommodation procedure. Complete Zoning Ordinance amendments that address the needs of disabled persons.</p> <p>Provide affordable housing incentives through adoption of a density bonus ordinance.</p> | <p>The goals and policies remain appropriate. The City has prepared a draft reasonable accommodation procedure. In addition, draft Zoning Ordinance amendments have prepared to address the needs of disabled persons (e.g., transitional and supportive housing). The amendments will be adopted early in the 2013-2021 planning period.</p> <p>The <i>2013-2021 Housing Element</i> includes a program to prepare a density bonus ordinance in compliance with SB 1818.</p> |
| PROGRAM CATEGORY #4: | | |
| CONSERVE AND IMPROVE THE CONDITION OF THE EXISTING STOCK OF AFFORDABLE HOUSING | | |
| Attain a housing supply free of substandard housing conditions. | <p>Support a code enforcement program to help maintain the physical condition and appearance of neighborhood areas.</p> <p>Encourage the retention of existing single-family neighborhoods and mobilehome parks that are economically and physically sound.</p> | <p>The one goal and four policies remain appropriate. The City during the prior planning period implemented programs to achieve the goal and policies. In addition, the programs will continue to be implemented during the 2013-2021 planning period.</p> |

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-47 continued
City of Norwalk
2008-2014 Draft Housing Element
Evaluation of the Appropriateness of Goals and Policies

| Goals | Policies | Appropriateness |
|---|--|---|
| PROGRAM CATEGORY #4 CONTINUED: CONSERVE AND IMPROVE THE CONDITION OF THE EXISTING STOCK OF AFFORDABLE HOUSING | | |
| | | |
| Attain a housing supply free of substandard housing conditions. | <p>Continue to provide financial assistance to extremely low, very low and low-income families, seniors, and disabled persons so that they can live in homes free of housing deficiencies.</p> <p>Continue to provide financial assistance for room additions so that low income, large families can eradicate overcrowded conditions.</p> | The one goal and four policies remain appropriate. The City during the prior planning period implemented programs to achieve the goal and policies. In addition, the programs will continue to be implemented during the 2013-2021 planning period. |
| PROGRAM CATEGORY #5 PROMOTE HOUSING OPPORTUNITIES FOR ALL PERSONS | | |
| | | |
| Attain a housing market with “fair housing choice,” meaning the ability of persons of similar income levels regardless of race, color, religion, sex, national origin, handicap and familial status to have available to them the same housing choices. | <p>Continue to promote fair housing opportunities through the City’s participation in the Community Development Block Grant Program.</p> <p>Promote fair housing through the provision of information and referral services to residents who need help in filing housing discrimination complaints.</p> <p>Continue to provide financial resources to promote fair housing in the community.</p> <p>Ensure that persons living in Norwalk are not discriminated on the basis of race, religion, sex, marital status, ancestry, national origin, color or other bases protected by State and Federal fair housing laws.</p> | The one goal and four policies continue to remain appropriate. They have been incorporated into Section 3 – Housing Program – of the <i>2013-2021 Housing Element</i> . |

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-47 continued
City of Norwalk
2008-2014 Draft Housing Element
Evaluation of the Appropriateness of Goals and Policies

| Goals | Policies | Appropriateness |
|---|---|--|
| PROGRAM CATEGORY #6: PRESERVE LOWER INCOME ASSISTED HOUSING DEVELOPMENTS | | |
| | | |
| Preserve the existing and future supply of affordable housing that is financially assisted by the City, County, State or Federal governments. | Monitor and protect the existing supply of affordable housing. Ensure the long-term affordability of future affordable housing developments. | The one goal and two policies continue to remain appropriate. They have been incorporated into Section 3 – Housing Program – of the <i>2013-2021 Housing Element</i> . |

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-48
City of Norwalk
2008 – 2014 Draft Housing Element Effectiveness Report

| Program Category and Program | Accomplishments |
|--|---|
| PROGRAM CATEGORY #1: | |
| MAKING SITES AVAILABLE WITH THE APPROPRIATE ZONING AND DEVELOPMENT STANDARDS AND WITH ADEQUATE SERVICES AND FACILITIES | |
| 1.1 Land Use Element Implementation Implementation of the Land Use Element will ensure that development of the vacant and underutilized sites will contribute to meeting the City's share of the regional housing need. The Land Use Element will be continuously implemented. | Program 1.1 was continuously implemented during the 2008-2014 planning period. |
| 1.2 Firestone Corridor Development Sites Program Within this area, the City will consider proposals from private developers. For a selected proposal, the Redevelopment Agency will provide assistance to the acquisition and consolidation of lots in order to facilitate the creation of sites suitable for new development. | Program 1.2 was abandoned because of the State law which required the City to dissolve the Redevelopment Agency. |
| 1.3 Zoning Ordinance Amendments Program This Program is designed to satisfy all the requirements of SB 2 including zoning provisions for emergency shelters, transitional housing, supportive housing as well as single room occupancy units (SROs). | Program 1.3 was not implemented. It has been carried forward into the 2008-2014 planning period. The City has completed draft Zoning Ordinance amendments that address the SB 2 mandates. |
| 1.4 Energy Conservation Program | Program 1.4 was not fully implemented and elements will be carried forward to the new planning period. The energy conservation measures of the Norwalk Housing Authority were implemented throughout the planning period. |
| PROGRAM CATEGORY #2: | |
| ASSIST IN THE DEVELOPMENT OF ADEQUATE HOUSING TO MEET THE NEEDS OF LOW AND MODERATE-INCOME HOUSEHOLDS | |
| 2.1 Section 8 Housing Choice Voucher Program The Norwalk Housing Authority (NHA) will continue to administer 705 Section 8 Housing Choice Vouchers. | Program 2.1 was continuously implemented during the 2008-2014 planning period. It is included in Section 3 – Housing Program – of the Housing Element Update. |

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-48 continued
City of Norwalk
2008 – 2014 Draft Housing Element Effectiveness Report

| Program Category and Program | Accomplishments |
|--|---|
| PROGRAM CATEGORY #2 CONTINUED: | |
| ASSIST IN THE DEVELOPMENT OF ADEQUATE HOUSING TO MEET THE NEEDS OF LOW AND MODERATE-INCOME HOUSEHOLDS | |
| 2.2 Conservation of Existing Mobilehome Parks This program is designed to encourage and facilitate the conservation of existing mobile homes as a means of retaining affordable housing in good condition. The program will consist of two components: housing code enforcement and provision of financial assistance to maintain and improve housing quality. | Program 2.2 was continuously implemented during the 2008-2014 planning period. It is included in Section 3 – Housing Program – of the Housing Element Update. |
| 2.3 Firestone Corridor Housing Program The Firestone Corridor Housing Program is a companion program to the Firestone Corridor Development Sites Program. The objective of the latter program is to provide sites at a minimum density of 30 dwelling units per acre in part of the area located on the north side of Firestone Boulevard between Kalnor Avenue and Pioneer Boulevard. | Program 2.3 was abandoned because of the State law which required the City to dissolve the Redevelopment Agency. |
| 2.4 Housing Program for Extremely Low Income Households Nonprofit Special Needs Housing, Housing Rehabilitation Programs, Section 8 rental assistance | Program 2.4 was continuously implemented during the 2008-2014 planning period. Elements of Program 2.4 are included in Section 3 – Housing Program – of the Housing Element Update. |
| PROGRAM CATEGORY #3: ADDRESS AND REMOVE EXISTING GOVERNMENTAL CONSTRAINTS TO THE MAINTENANCE, IMPROVEMENT AND DEVELOPMENT OF HOUSING | |
| 3.1 Adopt a Reasonable Accommodation Procedure The Federal Departments' of Justice (DOJ) and Housing and Urban Development (HUD) as well as the California Attorney General all encourage cities to adopt a reasonable accommodation procedure. | Program 3.1 was not implemented. However, the City has completed a draft reasonable accommodation procedure. The procedure will be adopted early in the 2013-2021 planning period. |

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-48 continued
City of Norwalk
2008 – 2014 Draft Housing Element Effectiveness Report

| Program Category and Program | Accomplishments |
|---|--|
| PROGRAM CATEGORY #3 CONTINUED: ADDRESS AND REMOVE EXISTING GOVERNMENTAL CONSTRAINTS TO THE MAINTENANCE, IMPROVEMENT AND DEVELOPMENT OF HOUSING | |
| 3.2 Zoning Ordinance Amendments Program | |
| <p>This program has two components: enactment of procedures to process applications for density bonus units pursuant to Government Code Sections 65915-65918 and establishing a definition of family.</p> | Program 3.2 was not implemented during the prior planning period. It has been carried forward into the 2013-2021 planning period. |
| PROGRAM CATEGORY #4: CONSERVE AND IMPROVE THE CONDITION OF THE EXISTING STOCK OF AFFORDABLE HOUSING | |
| <p>4.1 Housing Code Enforcement Program</p> <p>The Property Maintenance Division operates this program. Staff is responsible for responding to complaints or inquiries regarding violations of zoning, sign, land use ordinances, and public nuisances as well as being proactive in identifying and initiating cases. Funding for code enforcement is from the General Fund as well as Community Development Block Grants</p> | Program 4.1 was continuously implemented during the prior planning period. It has been incorporated into Section 3 – Housing Program – of the <i>2013-2021 Housing Element</i> . |
| <p>4.2 Residential Rehabilitation Program (CDBG)</p> <p>CDBG funds provide financial incentives and assistance to rehabilitate single-family dwelling and rental structures up to four (4) units. No interest and low interest loans, grants and rebates are offered.</p> | Program 4.2 was continuously implemented during the prior planning period. It has been incorporated into Section 3 – Housing Program – of the <i>2013-2021 Housing Element</i> . |
| <p>4.3 Housing Improvement Program (HOME)</p> <p>Zero Percent Deferred Loans Grants for Elderly and Disabled</p> | Program 4.3 was continuously implemented during the prior planning period. It has been incorporated into Section 3 – Housing Program – of the <i>2013-2021 Housing Element</i> . |

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-48 continued
City of Norwalk
2008 – 2014 Draft Housing Element Effectiveness Report

| Program Category and Program | Accomplishments |
|--|---|
| PROGRAM CATEGORY #5: PROMOTE HOUSING OPPORTUNITIES FOR ALL PERSONS | |
| 5.1 Analysis of Impediments to Fair Housing Choice (AI) The City has an approved AI that covers the 2010-2015 period. Each year, the City implements one or more of the recommended actions and forwards the results to HUD as a part of the Consolidated Plan Annual Performance and Evaluation Report (CAPER). | Program 5.1 was implemented during the prior planning period. HUD has published a proposed rule to Affirmatively Furthering Fair Housing (AFFH). The rule requires the City to prepare a draft Assessment of Fair Housing Assessment (AFH) by October 2014. |
| 5.2 Fair Housing Services and Assistance Norwalk will contract with the Fair Housing Foundation located in Long Beach to establish, maintain, and advance fair housing choices. The Fair Housing Foundation will continue to assist households with: Housing Discrimination Counseling and Investigative Services Landlord Tenant Housing Dispute Resolution Services Education and Outreach Services | Program 5.2 was continuously implemented during the prior planning period. It has been incorporated into Section 3 – Housing Program – of the <i>2013-2021 Housing Element</i> . |
| 5.3 Norwalk Housing Authority Fair Housing Program The Norwalk Housing Authority's Five-Year PHA Plan has adopted a program to ensure equal housing opportunity. The NHA administers the Section 8 Voucher Program to attain the following adopted goal and objectives: Ensure equal opportunity and affirmatively further fair housing. | Program 5.3 was continuously implemented during the prior planning period. It has been incorporated into Section 3 – Housing Program – of the <i>2013-2021 Housing Element</i> . |

APPENDIX A – HOUSING NEEDS, SITES, CONSTRAINTS & PROGRESS

Table A-48 continued
City of Norwalk
2008 – 2014 Draft Housing Element Effectiveness Report

| Program Category and Program | Accomplishments |
|--|---|
| PROGRAM CATEGORY #5 CONTINUED: PROMOTE HOUSING OPPORTUNITIES FOR ALL PERSONS | |
| 5.4 Affirmative Marketing Actions The City maintains an affirmative marketing program that consists of steps to provide information and attract eligible persons to available housing without regard to race, color, national origin, sex, religion, family status or disability. The City also uses marketing procedures that inform potential program participants about Federal fair housing laws and equal housing opportunities. | Program 5.4 was implemented as part of the HOME program. Each year the City reported to HUD on its affirmative marketing actions. It will continue to do so during the 2013-2021 planning period. |
| PROGRAM CATEGORY #6: PRESERVE LOWER INCOME ASSISTED HOUSING DEVELOPMENTS | |
| 6.1 Monitor At-Risk Projects The City has compiled a list of the owners and contact persons for the three projects having Section 8 contracts subject to renewal between 2006 and 2016. Two of the three owners are nonprofit housing corporations – Norwalk Christian Towers and Soroptimist Village Foundation. Lewis Operating Corporation, a for-profit entity, owns the third development. | Program 6.1 was continuously implemented during the prior planning period. It has been incorporated into Section 3 – Housing Program – of the <i>2013-2021 Housing Element</i> . |
| 6.2 Local Resources for Housing Preservation In the event that the Section 8 rental assistance contracts are not renewed, the City will implement a program to facilitate the preservation of the affordable rental housing. This program will involve the efforts of the City's Community Development Department, Redevelopment Agency and Housing Authority. The program will focus on making rental assistance available to households and/or housing units that will lose their Section 8 rental assistance payments. | Program 6.2 was continuously implemented during the prior planning period. The Norwalk Housing Authority has target 50 Section 8 vouchers to an at-risk rental housing development. Elements of the program have been incorporated into Section 3 – Housing Program – of the <i>2013-2021 Housing Element</i> . |

**APPENDIX B
ORGANIZATIONS CONSULTED
DATA SOURCES
& DEFINITIONS**

City of Norwalk
2013-2021 Housing Element of the General Plan
Appendix B- Organizations Consulted, Data Sources & Definitions
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| B. DATA SOURCES..... | B-2 |
| C. DEFINITIONS..... | B-3 |

A. LIST OF ORGANIZATIONS CONSULTED

- California Housing Partnership Corporation
Main Office
369 Pine Street
Suite 300
San Francisco, CA 94104
415-433-6804
- City of Los Angeles
Department of Aging
3580 Wilshire Boulevard
Suite 300
Los Angeles, CA 90010
213 252-4030
- Fair Housing Foundation
3605 Long Beach Boulevard
Suite 302
Long Beach, CA 90807
562-989-1206
- Harbor Regional Center
21231 Hawthorne Boulevard
Torrance, CA 90503
310-540-1711
- Los Angeles County Community and Senior Services
3175 W. Sixth Street
Los Angeles, CA 90020
213-738-2600
- Los Angeles County Community Development Commission
700 W. Main Street
Alhambra, CA 91801
626-262-4511
- Los Angeles Homeless Services Authority
811 Wilshire Boulevard
#600
Los Angeles, CA 90017
213-683-3333
- Norwalk Churches
8 churches located in the City of Norwalk

APPENDIX B – ORGANIZATIONS CONSULTED, DATA SOURCES, & DEFINITIONS

- Norwalk Senior Center
14040 San Antonio Drive
Norwalk, CA 90650
- Norwalk Social Services Department
11929 Alondra Boulevard
Norwalk, CA 90650
- Southern California Association of Governments
Main Office
818 West 7th Street
12th Floor
Los Angeles, CA 90017-3435
213-236-180
- State Employment Development Department
Labor Market Information Division
Customer Outreach Unit
P.O. Box 826880, MIC 57
Sacramento, CA 94280-0001
916-262-2162
- State Independent Living Counsel
1600 K Street, Suite 100
Sacramento, CA 95814
866-866-7452

B. DATA SOURCES

- 2000 and 2010 Census
- 2005-2009 American Community Survey
- California Department of Housing and Community Development, *Year 2013 Income Limits*, February 25, 2013
- California State Board of Equalization, *Assessors' Handbook Section 531, Residential Building Costs*, January 2010
- City of Norwalk, *General Plan*
- City of Norwalk, *Zoning Ordinance*
- Federal Financial Institutions Examination Council (FFIEC), Home Mortgage Disclosure Act (HMDA), *Loan Application Register System (LARS)*, 2011
- HSH Associates, Financial Publishers, Interest Rates
- International Code Council (ICC), Building Valuation Data (BVD), August 2012

APPENDIX B – ORGANIZATIONS CONSULTED, DATA SOURCES, & DEFINITIONS

- Barbara Kautz, Goldfarb & Lipman LLP, *Select California Laws Relating to Residential Recovery Facilities and Group Homes*, (presented at the Residential Recovery Facilities Conference, Newport Beach, March 2, 2007)
- Los Angeles County Community and Senior Services, *Survey of Older Adult Population*, 2010, 81 pages
- Pacific West Association of Realtors Multiple List Service
- Realist property tax records available from Pacific West Association of Realtors
- Southern California Association of Governments, *5th Cycle Final Regional Housing Needs Assessment Allocation Plan*, adopted by the Regional Council on October 4, 2012
- Southern California Association of Governments, *Local Housing Element Assistance: Existing Housing Needs Data Report, City of Norwalk*
- Southern California Association of Governments, *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast (adopted by SCAG Regional Council on April 4, 2012)*
- State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2012 and 2013, with 2010 Benchmark* Sacramento, California, May 2013
- State Independent Living Council, *2009 Statewide Needs Assessment for People Living with Disabilities*, 40 pages
- Alene M. Taber, Esq., AICP and Michael J. Alti, Esq., Jackson, Demarco, Tidus & Peckenpaugh, *Residential Recovery Homes and Their Local Impacts*, (presented at the Residential Recovery Facilities Conference, Newport Beach, March 2, 2007)
- U.S. Department of Housing and Urban Development, *2005-2009 CHAS (Comprehensive Housing Affordability Strategy)*

C. DEFINITIONS

Above Moderate Income: A household whose annual income is 120% or more of the Los Angeles County median income, adjusted by number of persons in the household.

Cost Burden: For lower income households, gross housing costs including utilities that exceed 30% of gross income

Crowding, Overcrowding: A housing unit containing more than one person per room, as defined by the U.S. Census Bureau, for which data are made available by the Census Bureau.

Developmental Disability: "Developmental disability" means a disability that originates before an individual attains age 18 years, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual. As defined by the Director of

APPENDIX B – ORGANIZATIONS CONSULTED, DATA SOURCES, & DEFINITIONS

Developmental Services, in consultation with the Superintendent of Public Instruction, this term shall include mental retardation, cerebral palsy, epilepsy, and autism. This term shall also include disabling conditions found to be closely related to mental retardation or to require treatment similar to that required for individuals with mental retardation, but shall not include other handicapping conditions that are solely physical in nature.

Disabled Person: A person who is determined to:

- (1) Have a physical, mental or emotional impairment that:
 - (i) Is expected to be of long-continued and indefinite duration;
 - (ii) Substantially impedes his or her ability to live independently; and
 - (iii) Is of such a nature that the ability could be improved by more suitable housing conditions; or
- (2) Have a developmental disability, as defined in section 102(7) of the Developmental Disabilities Assistance and Bill of Rights Act (42 U.S.C. 6001-6007)

Elderly: Persons 62 years of age or older.

Emergency Shelter: Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay. (per Health and Safety Code 50801)

Extremely Low Income: A household whose annual income is between 0% and 30% of the Los Angeles County median income, adjusted by number of persons in the household.

Homeless person: According to HUD, a person is considered homeless only when he/she resides in one of the places described below at the time of the count.

- An unsheltered homeless person resides in place not meant for human habitation, such as cars, parks, sidewalks, abandoned buildings, or on the street.
- A sheltered homeless person resides in: An emergency shelter or transitional housing for homeless persons who originally came from the streets or emergency shelters.

Large family: Family of five or more persons.

Low Income: A household whose annual income is between 50% and 80% of the Los Angeles County median income, adjusted by number of persons in the household.

Moderate Income: A household whose annual income is between 80% and 120% of the Los Angeles County median income, adjusted by number of persons in the household.

Overpaying: Same as cost burden and severe cost burden

Severe Cost Burden: For lower income households, gross housing costs including utilities that exceed 50% of gross income

Small family: Family of two to four persons.

Supportive Housing: Housing with no limit on length of stay, that is occupied by the target population as defined in subdivision (d) of Section 53260, and that is linked to onsite or offsite

APPENDIX B – ORGANIZATIONS CONSULTED, DATA SOURCES, & DEFINITIONS

services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. (per Health and Safety Code 50675.14(b))

Transitional Housing: Buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months. (Per Health and Safety Code 50675.2(h))

Very Low Income: A household whose annual income is between 30% and 50% of the Los Angeles County median income, adjusted by number of persons in the household.

The City of Norwalk General Plan
CITYWIDE ELEMENTS - CONSERVATION

D. Conservation

1. Goals and Opportunities

The Conservation Element of the General Plan is intended to provide for the conservation, development and utilization of natural resources such as water, rivers, soils, wildlife, etc. The Conservation Element overlaps provisions found in the Open Space, Land Use, Safety, Circulation and Utility Elements of the General Plan. It differs, however, from other elements in that it is almost exclusively oriented toward natural resources.

The City of Norwalk is a completely urbanized community, with limited natural resources. Still, there are existing resources which must be conserved. The following goals have been established to guide future conservation decisions:

- To protect natural resources from contamination.
- To provide adequate mitigation to ensure that development or any land use activity will not be harmful to the environment.

2. Natural Resources¹

The City of Norwalk is located within a 6,600 square mile coastal plain, bounded by the Pacific Ocean to the southwest and mountains around the rest of its perimeter, situated in a semi-permanent high pressure

¹Information provided by Environmental Science Associates.

The City of Norwalk General Plan
CITYWIDE ELEMENTS - CONSERVATION

zone of the eastern Pacific, resulting in sea breezes with light average wind speeds.

Wind speed and direction is monitored in the City of La Habra, where winds blow from the west to the southwest about 36 percent of the time with mean wind speeds of 4.1 to 5.1 miles per hour (mph). Winds blow from the east-northeast about 31 percent of the time, with mean wind speeds of 1.8 to 2.3 mph. Southerly winds with mean wind speeds between 3.2 and 5.2 mph blow about 17 percent of the time. Northerly winds with mean wind speeds between 1.6 and 2.6 mph blow about 5 percent of the time. The average annual ambient air temperature in the Los Angeles region is 65 degrees farenheit. Ninety percent of the annual rainfall occurs from November to April. In downtown Los Angeles, average annual rainfall is about 14.9 inches, with a maximum of 31.3 inches and a minimum of 4.1 inches measured over an 83 year period.

Though urbanized in nature, the City of Norwalk still retains natural resources that must be preserved, including earth, air, water, and plant and animal life.

- ***Earth*** - Due to the flat topography, the City is not affected by avalanches, rockfalls, or landslides. The principal concern with regard to earth resources is soil contamination. By complying and supporting federal and state regulations with regard to soil contamination and clean up, Norwalk's earth resources can be preserved and improved.

One known area of soil contamination is the Federal Defense Fuel Supply Point located on

The City of Norwalk General Plan
CITYWIDE ELEMENTS - CONSERVATION

the corner of Norwalk Boulevard and Excelsior Drive. The tank farm, which was constructed in the 1920's, and later taken over by the military in the 1950's, can store over 30 million gallons of highly volatile jet propulsion fuel in 12 above-ground storage tanks. The fuel can be piped underground from San Pedro Harbor to military bases in Southern California, Nevada, and Arizona. A portion of the land has also been leased to Santa Fe Pacific Pipeline Partners, Inc., a firm that specializes in the transport of fuel via pipelines.

Contamination at the site was first identified in the mid-1980's. Test results indicate that contaminants have been found up to 500 feet south of the facility. The Defense Department has provided test results that indicate that the tank farm does not pose an immediate health hazard, since carcinogens (cancer causing agents) are in areas too shallow to contaminate groundwater supplies, and too deep to affect residents. The clay layers below contaminated aquifers protect the drinking water aquifers, which are much deeper. The geology of the area changes near the City of Norwalk's northern boundary, however. The protective clay and silt layers become inconsistent, providing opportunities for contaminants to enter the drinking water aquifers.

In response to extensive efforts by citizens, Congressman Esteban Torres, and the City of Norwalk, the Defense Department and Santa Fe Pacific Pipeline Partners have commenced soil remediation activities including: drilling of

The City of Norwalk General Plan
CITYWIDE ELEMENTS - CONSERVATION

wells to extract toxics from the soil and water; retrofitting of fuel storage tanks for earthquake safety; construction of leak prevention systems; relocation of tanker truck operations outside of Norwalk; and termination of fuel storage in five storage tanks.

A Restoration Advisory Board (RAB), comprised of residents, property owners and business owners in Norwalk, has been formed to monitor remediation activities. The City of Norwalk will continue to press for complete remediation of on and off-site contamination and eventual removal of the fuel storage tanks, in consideration of the surrounding residential neighborhood².

- **Air**- The air quality within Los Angeles County has been recognized as very poor. Emission sources include industries, power plants, motor vehicle traffic, and electrical power and natural gas consumption. Through support of regulations of the South Coast Air Quality Management District, improvement of traffic conditions within the community, encouragement of pedestrian and alternative modes of transportation, the air quality within the region can be improved.
- **Water**- The City produces a number of typical urban pollutants including oil, grease, rubber, metals, and hydrocarbons washed from paved surfaces, and herbicides, pesticides, and

²Source: Defense Fuel Supply Point Information Packet prepared by the City of Norwalk.

The City of Norwalk General Plan
CITYWIDE ELEMENTS - CONSERVATION

fertilizer in landscaped areas. Water well sites, maintained by the various water companies, should be maintained in healthful conditions, and sources of ground water contamination should be properly controlled and eliminated. Approximately 98% of the City's water supply is provided by wells.

In addition to general water quality concerns, the San Gabriel River Flood Control Channel, which runs along the western boundary of the City of Norwalk, also serves as a water resource. The river is no longer in a natural state, but has been lined with concrete and is now part of the regional flood control system. The channel is maintained by the County of Los Angeles Flood Control District.

To protect waterways such as the San Gabriel River, in 1972 the Clean Water Act was amended to provide that the discharge of pollutants to waters of the United States from any point source was unlawful unless the discharge was in compliance with a National Pollutant Discharge Elimination System (NPDES) Permit. This permit is enforced by the California Regional Water Quality Control Board.

In addition to the San Gabriel River, any contamination of ground water sources by industrial or similar uses, including underground tank storage should be addressed through proper federal or state regulations.

- *Plant and Animal Life* - No unique, rare, or

The City of Norwalk General Plan
CITYWIDE ELEMENTS - CONSERVATION

endangered plant, animals, or other species have been spotted within the City of Norwalk. Typical animal species known to inhabit intensely urbanized areas include mammals, such as squirrels, rabbits, mice, gophers, rats, and domestic cats and dogs. Bird species may include American crow, black raven, scrub jay, house finch, morning dove, northern mockingbird, and European starling.

3. Objectives and Policies

Objectives

- To encourage efforts to reduce pollution.
- To encourage efforts to clean up contaminated earth, air, and water resources.

Policies

- Cooperate with Federal, State and regional agencies in efforts to reduce pollution.
- Prohibit discharge of pollutants in to the San Gabriel River Flood Control Channel.
- Promote public awareness of water pollution and means of prevention.
- Encourage recreational uses along the San Gabriel River Flood Control Channel.
- Implement provisions of the State of California Environmental Quality Act.

The City of Norwalk General Plan
CITYWIDE ELEMENTS - CONSERVATION

- Support efforts to close the Defense Fuel Supply.
- Encourage the use of alternative energy sources, such as solar power.
- Encourage the use of drought-tolerant plant materials in compliance with the State of California Water Conservation in Landscaping Act.
- Minimize the amount of paved surfaces in new development to reduce the "urban heat island" effect, where temperatures in urban areas are increased due to reflection of heat.

4. Implementation Programs

- Establish programs to discourage waste disposal in City storm drain systems.
- Develop a public awareness program regarding storm water pollution.
- Inform developers of projects about possible need for an NPDES Permit.
- Cooperate with the County of Los Angeles in promoting development of biking, hiking and equestrian trails along the San Gabriel River Flood Control Channel.

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The City of Norwalk General Plan
CITYWIDE ELEMENTS - OPEN SPACE

E. Open Space



1. Goals and Opportunities

During the last five decades, the City of Norwalk has been transformed from a predominantly agricultural area into a highly urbanized environment where few areas exist in a natural state. "Open-space land" is defined in State Planning and Zoning Law as any parcel or area of land or water which is essentially unimproved and devoted to:

- Preservation of natural resources, including plant and animal life habitats.
- Managed production of resources, such as ground water recharge basins and agricultural land.
- Outdoor recreation, including parks, areas of outstanding scenic or historic value, and links

The City of Norwalk General Plan
CITYWIDE ELEMENTS - OPEN SPACE

- between major recreation and open space reservations, such as utility easements, banks of rivers and streams, and trails.
- Public safety, such as unstable soil areas, flood plains, and high fire risk areas.

Open space in Norwalk principally involves public parks, schools and developed greenbelts. It is essential that these open space areas be preserved and enhanced to continue to serve the citizens of Norwalk. The following goals have been established to guide management of open space resources:

- To ensure that open space land for recreation purposes is provided in adequate quantities and within reasonable proximity to meet the needs of the citizens of Norwalk.
- To establish comprehensive recreational programs to meet the broad needs and interests of Norwalk residents.
- To ensure the planned development of the City's recreational facilities.
- To establish financing mechanisms to fund City parks and recreational facilities.

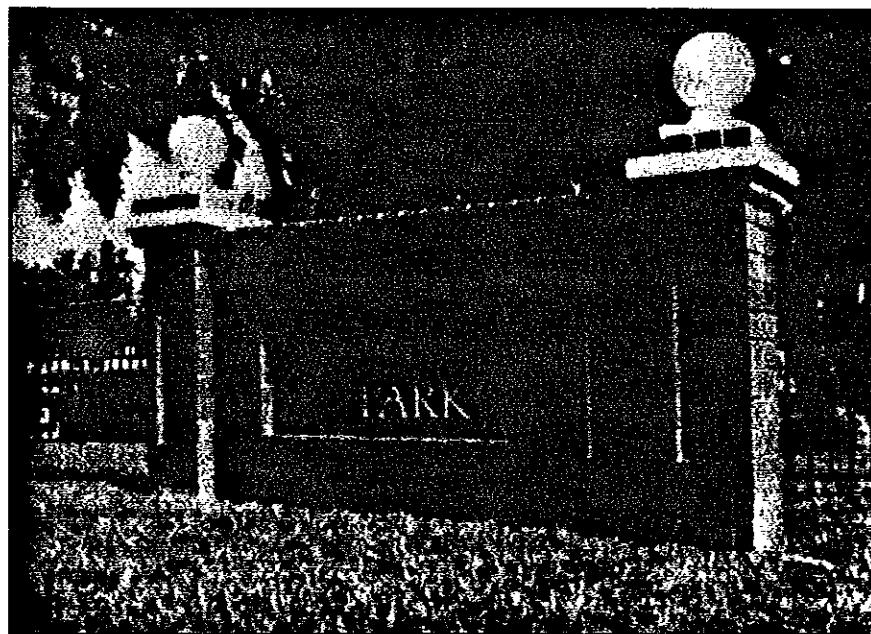
2. Existing Open Space Resources

Existing open space resources include: parks, schools, the San Gabriel River Channel, the streetscape and private and group open space on residential developments.

a. Parks

The City of Norwalk General Plan
CITYWIDE ELEMENTS - OPEN SPACE

Although the development of gardens had occurred throughout history, the first planned city park was not developed until Frederick Law Olmstead teamed with Calvert Vaux to design Central Park in New York City. The theory behind the original park movement rested upon the belief that the majority of urban dwellers could not escape to the countryside to enjoy the natural landscape.



The City of Norwalk contains fifteen public parks ranging in size from 0.66 acres to 20.0 acres. The parks encompass approximately 129 acres in total. The City's parks have been divided into four categories based upon size, facilities offered and area served. The City Land Use Map shows the location of Norwalk's parks.

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Small-Parks (less than 3 acres): These parks are often designed to serve specific population groups such as Seniors and young children. They generally contain swings, slides, tot play areas, benches and open spaces. Small parks are often created in higher density neighborhoods where less on-site open space is available. Norwalk has four small parks:

- Glazier Park
- New River Park
- Glazier Park Greenbelt
- Orr Park

Medium Size Parks (3 to 15 acres): Ranging in size from 3 to 15 acres, these parks are often located adjacent to a school. Ideally, the medium size park provides space for outdoor and indoor recreation and can accommodate children from five to fourteen years of age and family groups. Areas for preschool children are also included. Norwalk has seven medium size parks:

- Gerdes Park
- Bob White Park
- Hermosillo Park
- Vista Verde Park
- Zimmerman Park
- Ramona Park
- Lakeside Park

Large Parks (15 acres or larger): Parks greater than 15 acres in area attract both young people and adults, and provide outdoor and indoor facilities to accommodate a wide range

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of recreational interests. Such parks can include fields and courts for various sports, a swimming pool, community center, picnic areas, and play areas. Norwalk has two large parks and one golf facility:

- Norwalk Park
- Holifield Park
- Norwalk Golf Course (9-hole)

Regional Parks: Regional Parks are generally greater than 50 acres. They attract regional users from as far as an hour's driving time away. Norwalk does not have a regional-serving park. However, Norwalk residents have access to many regional recreational facilities, including an 18-hole golf course. The nearest regional parks are:

- Cerritos Community Regional County Park
- La Mirada Community Regional County Park
- La Mirada County Golf Course.

b. Schools

Schools can supplement existing parks by providing additional recreational space. Norwalk maintains recreational facilities on several school sites. Many times school facilities are conveniently located next to park facilities. The total acreage devoted to school facilities in Norwalk is approximately 400 acres.

c. San Gabriel River Channel

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Located along the western boundary of Norwalk, the San Gabriel River Channel offers biking, horseback riding and hiking trails. The San Gabriel River Channel is under the jurisdiction of the Los Angeles County Department of Parks and Recreation.

d. Streetscape

While not intended for specific recreational purposes, the streetscape, including sidewalks, landscaping, street furniture, lighting and signage, provides an open space environment for the use of residents, visitors, shoppers and employees. The streetscape in Norwalk varies significantly throughout the City. Some streets, such as San Antonio Drive and Bloomfield Avenue, have established landscaped medians, while other streets have minimal landscaping. A consistent approach to streetscape can help define commercial and residential districts, create distinctive entries and pedestrian areas, and in general enhance the public open space in Norwalk.

e. Private and Group Open Space

Since access to leisure is an important component of a decent and desirable living environment, private open space, and group open space for multiple-family developments should also be provided on each residential lot. Where possible, the provision of outdoor seating areas, plazas, and other amenities for office and commercial development can create pleasing environments, which will increase the

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desirability of these public spaces. These open space areas should be usable, both in terms of size and location.

3. Open Space Needs

The City's goal is to provide not less than 1 acre of usable public recreational open space per 1,000 persons. With approximately 129 acres of City-owned parkland, and an estimated population of 97,959 in 1995, the City provides 1.32 acres of parkland per 1,000 persons. To maintain the City's park standard of 1 acre per 1,000 persons, the City's population could, theoretically, grow to a maximum of 129,000 persons, albeit there are other constraints to growth. Thus, with regard to recreational open space, existing recreational resources are ample to meet the projected population growth stated in the Housing Element.

Although a minimum standard of 1 acre per 1,000 persons should be maintained, the City should continue to seek reasonable opportunities to expand its park system and recreational opportunities to accommodate future growth and improve the overall living environment.

4. Objectives and Policies

The following objectives and policies are intended to guide future development and enhancement of open space resources:

a. Recreational Programs

Objective

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- To provide programs and facilities to meet the varied needs of residents of the City of Norwalk, including the elderly and handicapped.

Policies

- Encourage development and maintenance of recreation programs which address the diverse needs of the various age and interest groups, including the elderly and disabled.
- Ensure that residents of Norwalk are given priority in participation in City-sponsored recreation programs, activities and leagues, and use of City facilities for such activities.
- Encourage development of facilities and programs for indoor and outdoor activities to meet unique neighborhood needs.
- Encourage the active involvement of all residents in the planning of recreation programs and facilities.

b. Park Design, Landscaping and Maintenance

Objective

- To provide parks and recreational facilities which are designed, landscaped and maintained to provide a high quality recreational experience.

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Policies

- Ensure that new park and recreation facilities are designed to meet City standards.
- Update existing park facilities as appropriate to promote more efficient use of parklands.
- Develop or upgrade park facilities to meet the American Disability Act (ADA) requirements.

c. Park Safety, Accessibility and Compatibility

Objective

- To provide parks that are accessible and safe for users and compatible with neighboring uses.

Policies

- Encourage the design of parks including activity buildings, outdoor facilities, people-gathering areas, lighting, parking areas, and other elements so that they do not adversely affect adjacent uses.
- Develop park facilities within convenient walking distance of residents.
- Encourage integration of parks and open space into new residential neighborhoods.

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- Encourage parks which are located, oriented, and designed in such a way as to facilitate security, policing, and maintenance.
- Ensure the supervision of park activities and promote enforcement of codes restricting illegal activity.
- Develop or upgrade park facilities to meet the American Disability Act (ADA) requirements.
- Expand the permanent supply of usable recreational open space by obtaining new land area, or requiring new developments, such as residential subdivisions, to provide adequate on-site recreational facilities.

d. Financing

Objectives

- To provide means by which the costs of park and recreation facilities and programs are borne by those who benefit and contribute to additional demands.
- To ensure that the City has the funds to carry out needed improvements to existing facilities.

Policies

- Require that developers contribute to

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provide parks and recreational facilities to off-set additional demands brought about by new development, including use of Quimby Act, Parkland, Park and Recreation Dedication and Fees.

- Encourage the development of recreation programs by non-City public and private sports organizations.
- Promote the provision of private open space and recreation facilities in large-scale residential developments in order to meet the open space and recreation needs that will be generated by the development.
- Encourage the inclusion of private outdoor and indoor recreation facilities in large commercial/industrial projects as a benefit for employees and as a means of reducing demand on public facilities.
- Promote the development of commercial recreational facilities which complement public parks, facilities, and programs.

e. Streetscape

Objectives

- To establish a quality public open space environment which enhances the overall identity of the City.
- To establish a consistent approach to

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public streetscape, including sidewalks, landscaping, signage, furniture and lighting.

Policies

- Encourage development of a cohesive streetscape through the City.
- Encourage coordination between private development and public streetscape, including landscaping, signage and lighting.
- Encourage active community participation in developing design priorities and specifications.

f. Private and Group Open Space

Objectives

- To establish quality residential neighborhoods and commercial environments through the provision of adequate private and group open space.

Policies

- Usable private and group open space should be provided in adequate amounts and locations to meet the needs of all on-site users.
- Suitable amenities should be provided within private and group open space

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areas to encourage their use.

5. Implementation Programs

a. Recreational Programs

- The City shall consider the establishment of cooperative agreements with the School Districts for the use of school facilities for City-sponsored recreation programs.
- The City shall work with the School Districts to explore opportunities to use closed school sites for recreational and cultural purposes.
- The City shall periodically survey community attitudes and preferences concerning recreational programs.
- The City shall establish a methodology for periodically surveying community attitudes and preferences for recreation facilities and programs, and shall compile statistics concerning use of recreation facilities and program participation.
- Amend the appropriate ordinances to reflect new park standards and requirements.

b. Park Design, Landscaping and Maintenance

- The City may prepare and adopt a Parks

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Master Plan that establishes goals, policies, and standards for the location, size, and level of development of all existing and proposed parks. The master plan shall cover at least the succeeding 10-year period, with greater detail devoted to improvements planned for the first five-year period.

- The City shall replace existing landscaping where it is severely deteriorated.
- The City shall monitor, review and assess design, landscape development, and maintenance of parks, to ensure that design standards are met.
- Identify potential park sites by monitoring real estate activity in the City. When a site is made available on the market, the City should consider its appropriateness for use as a mini-park or if contiguous with existing parks, as an extension of that park based on:
 - Configuration and usability for parkland.
 - Costs of acquisition and improvements.
 - Availability of revenue.
 - Compatibility with adjacent uses.
 - Loss of housing units.
 - Significance of existing structures as architectural or historical resources .

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- Site accessibility.

c. Park Safety, Accessibility and Compatibility

- The City shall coordinate park security between the Parks Department, Public Safety and Police Department to ensure that parks are adequately patrolled.
- The City shall consider re-designing and siting of existing public restrooms in parks to discourage illicit and illegal activities.
- The City shall restrict and control nighttime park use so that adjacent residences are not adversely affected.
- The City shall plan park maintenance schedules, and watering at key times to directly discourage illicit activity from occurring in the park and recreational facilities.
- The City shall provide adequate illumination to promote nighttime security.

d. Financing

- The City shall regularly monitor county, state and federal programs for funding of parkland acquisition, development, and rehabilitation. The City shall actively pursue funding for which it is qualified.

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- The City shall periodically review projected park development needs and plans, update cost estimates for park acquisition and development, and remaining development potential based on the General Plan. Based on this review, the City shall adjust the park development fee schedule as necessary.
- The City may prepare, adopt, and periodically update a long-term Major Projects Financing Plan, including parks, which identifies:
 - Service standards.
 - Specific project descriptions, including cost estimates.
 - Schedule of improvements.
 - Financing responsibility, including techniques to be employed.
- The City may adopt and implement an official park acquisition program to meet current and future needs; including direct input for capital budgeting purposes and periodic reviews of changing growth rates and General Plan policies.
- The City shall establish a formal mechanism by which gifts and dedications of parks and open space may be accepted.
- The City shall consider the sale of bonds

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as a means of generating funds for park and recreation services.

- The City shall consider financing through the Mello-Roos Community Facilities Act.
- The City shall develop a program to encourage private contributions to recreational programs vis-a-vis the Chamber of Commerce, and other local business associations.

e. Streetscape

- The City may develop a Master Plan for landscaping public right-of-ways which defines types and spacing of trees. The plan shall recognize the need to distinguish between neighborhoods, identify commercial areas, promote views of storefronts, and emphasize key intersections and entry points.
- Require all new developments to install street trees in accordance with the streetscape Master Plan.
- The City shall establish consistent design standards for public lighting and signage. The standards shall consider appearance, security, pedestrian activity, and compatibility with adjacent uses.
- The City shall survey existing sidewalks and prepare a plan for repairing broken

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sidewalks and replacing sidewalks in certain commercial areas with distinctive, safe materials such as textured concrete or brick to enhance the pedestrian environment.

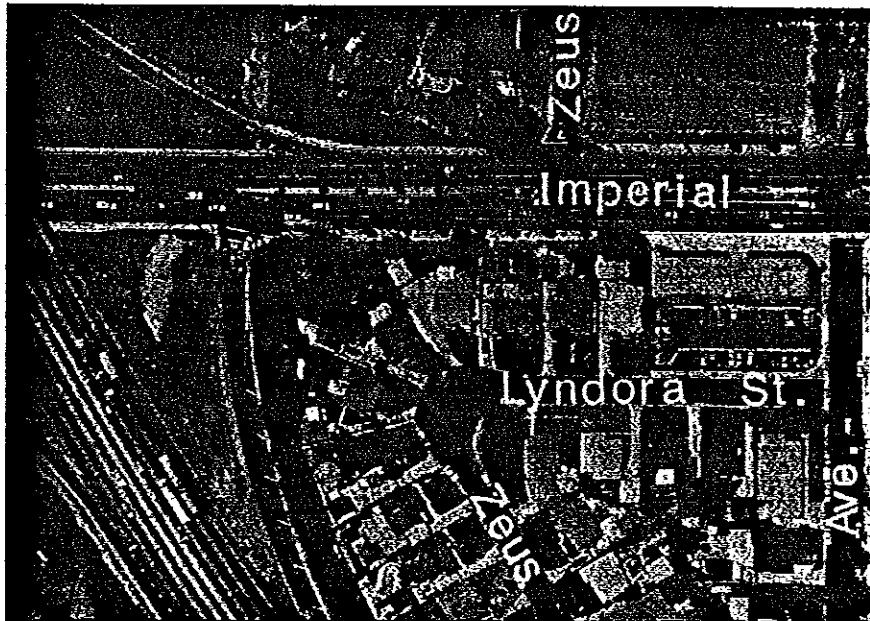
- The City shall develop a program to systematically replace lighting and signage or landscaping which does not meet City design standards.
- The City shall establish a Capital Improvements Program to provide for phasing and financing of streetscape improvements. This program could include the implementation of development fees, assessment districts, community facilities districts, or other mechanisms.
- Develop a method by which business and community participation is encouraged in developing and implementing streetscape design.

f. Private and Group Open Space

- Zoning Ordinance provisions should be reviewed to determine if adequate open space is being provided for new developments, land use entitlements, or other modifications.

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F. Noise



1. Goals and Opportunities

The noise element of a general plan provides information on current noise levels in the City. This information is used to identify the most suitable locations for various land uses, especially those uses that are most sensitive to noise impacts. In addition, the Noise Element provides the basis for the enforcement of noise associated codes and standards protecting the health and well being of the persons living in Norwalk.

The purpose of the Noise Element is to accomplish the following general goals through policies and implementation measures:

- To ensure that all areas of the City are free from excessive noise.

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- To reduce the number of people exposed to excessive noise and minimize the future effect of noise in the City.
- To ensure that land uses are compatible with existing and future noise levels.

2. Existing Conditions

Noise is generated by numerous sources. For the purpose of this Noise Element, the City recognized two major categories of noise sources, mobile and stationary. The main noise generators within the City of Norwalk consist of vehicular traffic along the I-5 and I-605 Freeways, major highways and thoroughfares, the Atchison Topeka and Santa Fe Railroad line and the Southern Pacific Railroad line. The City is also exposed to noise emanating from industrial and commercial activities, construction work, and human activities. Diagrams are provided in Section 6 which show the existing and future noise contours in Norwalk.

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HOW NOISE IS MEASURED

Community Noise levels are measured in terms of the A-weighted decibel, abbreviated dBA. A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Several rating scales have been developed for the measurement of community noise. These account for: (1) the parameters of noise that have been shown to contribute to the effects of noise on man, (2) the variety of noises found in the environment, (3) the variations in noise levels that occur as a person moves through the environment, and (4) the variations associated with the time of day. A predominant rating scale now in use in California for land use compatibility assessment is the Day-Night Noise Level (Ldn).

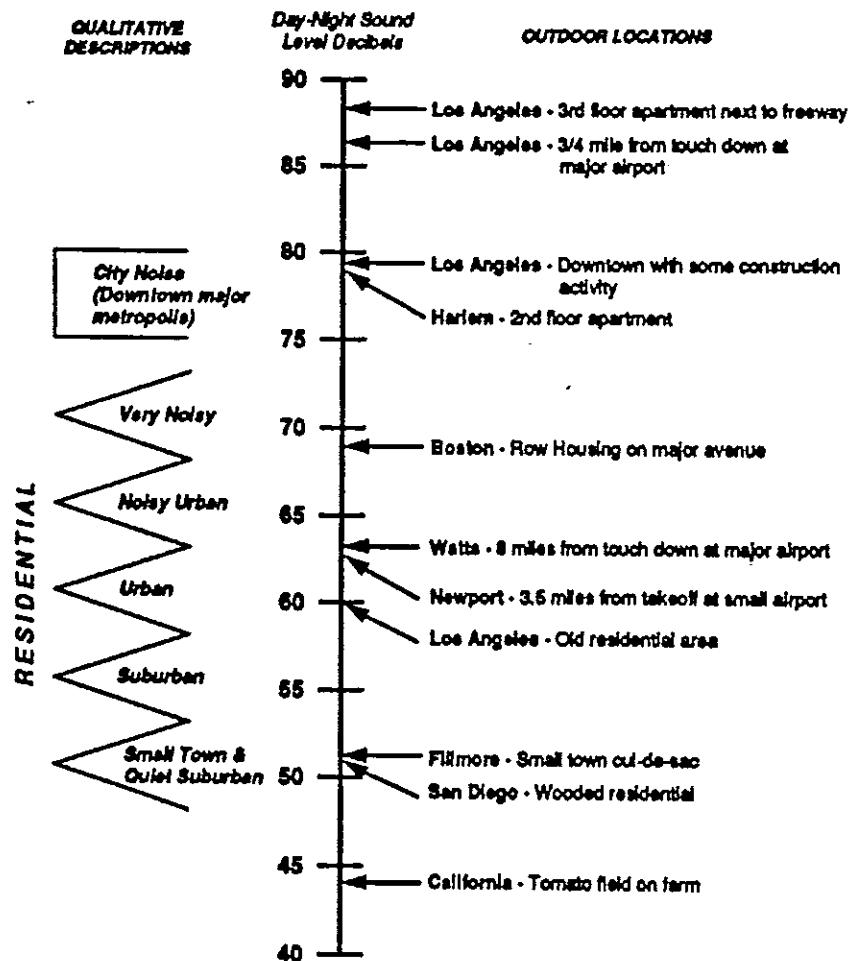
The Ldn scale represents a time weighted 24-hour average noise level based on the A-weighted decibel. Time weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. Nighttime (10:00 P.M. to 7:00 A.M.) period noises are penalized by 10 dBA. This time period and penalty was selected to reflect peoples' increased sensitivity to noise during this time period.

To account for the persistence of loudness and variations over time, noise measurements are often expressed by a statistical descriptor such as an exceedance level, L_x , where "x" refers to the percentage of time a noise level is exceeded. L_{10} , L_{50} , and L_{90} are frequently used to describe peak, median, and background noise levels, respectively. In addition to describing noise levels in terms of an exceedance level, noise analysis can utilize a scale of measurement, expressed in terms of dBA, called the equivalent noise level (Leq). The Leq noise level takes into account fluctuations in a noise level over a given period of time based on the acoustical energy content of that sound. A one-hour Leq, for example, averages total noise energy over that period of time.

Noise affects all types of land uses and activities, although some are more sensitive to high noise levels than others. Noise sensitive land uses include residences, convalescent and rest homes, hospitals, libraries, churches, and schools.

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**RANGE OF TYPICAL OUTDOOR NOISE ENVIRONMENTS
EXPRESSED IN TERMS OF DAY-NIGHT SOUND LEVEL (L_{DN}), dB**



Source: Guidelines for the Preparation and Content of the Noise Element of the General Plan prepared by the California Department of Health Services.

a. Mobile Noise Sources

Mobile noise sources include vehicular noise from commercial and passenger vehicles and railroad noise.

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- **Vehicular Noise** - The Circulation Element identifies the existing average daily traffic flows. The highest traffic volumes occur on the I-605, I-105, I-91, and the I-5 Freeways and major roadways such as Alondra Boulevard, Rosecrans Avenue, Imperial Highway, Firestone Boulevard, Carmenita Road, Bloomfield Avenue, Pioneer Boulevard, San Antonio Drive, Norwalk Boulevard - north of the I-5 Freeway, and Studebaker Road. Future development resulting in increased traffic will have an impact on noise volumes.
- **Railroad Noise** - The Atchison Topeka and Santa Fe Railroad, which runs along Norwalk's eastern boundary, operates freight trains, Amtrak commercial passenger trains, and Metrolink commuter trains.

The Southern Pacific Transportation Company Railroad, which runs diagonally through Norwalk parallel to the south side of Firestone Boulevard, operates freight trains. This rail line impacts several residential neighborhoods along its length.

c. Stationary Noise Sources

Stationary noise sources are also a cause of noise impact and annoyance. The City contains relatively few sources of stationary noise. The only areas where concentration of

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noise may be experienced are in the commercial centers and industrial areas. The primary noise associated with commercial centers is attributed to mobile noise sources, such as automobile and truck traffic. Due to the design of the centers and the associated roadway and parking locations, shopping generated vehicles do not greatly impact the adjacent residential areas.

The types of industrial uses characteristically locating in Norwalk include research and development, light industry, wholesale, and warehouse facilities. Heavy machinery type industries have not located in the City. Therefore, the noise generation is primarily associated with transportation activities. Industrial centers are typically located adjacent to arterial and secondary streets with easy access to freeways, resulting in minimal effects on residential areas.

Other stationary noise sources that should be considered include but are not limited to air conditioning or compressor units, or soil remediation equipments. Though smaller in size, this type of equipment can also create noise impacts.

4. Land Use Compatibility

Noise compatibility standards establish an acceptable limit for noise exposure for various land uses within the City. New buildings and developments, not including modifications or additions to existing structures, should be reviewed to determine if the project lies in one of the following noise classifications:

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

Using the future noise contour map in Section 6, the worst case scenario noise levels should be identified. After identifying the proposed location, land use, and CNEL level, the following table should be referred to:

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

Legend:

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

Considerations In Determination of Noise-Compatible Land Use

a. Suitable Interior Environments

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL or L_{dn} . This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under construction, should govern the minimum acceptable distance to a noise source.

b. Acceptable Outdoor Environments

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

Source: Guidelines for the Preparation and Content of the Noise Element of the General Plan prepared by the California Department of Health Services.

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When using the table, the stricter noise classification shall apply. In addition to any acoustical analysis that may be performed, the State of California Noise Insulation Standards require that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. Any new development must conform with this standard, and all other requirements of the State of California Noise Insulation Standards.

5. Objectives and Policies

Objectives

- To have noise levels in all areas of the City meet the minimum standards of land use compatibility established in the Noise Element, especially adjacent to noise sensitive uses.
- To promote the reduction of noise impacts from existing transportation to a level of compatibility with adjoining land uses.

Policies

- Encourage compliance with state and federal legislation designed to abate and control noise pollution.
- Existing noise sources that exceed the appropriate maximum standard shall be encouraged to reduce their noise level to at least the land use compatibility standards of the noise element.

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- Discourage truck traffic from using local residential streets.
- Encourage the use of acoustical materials in a new residential and community development where noise levels exceed the compatibility standards of the Noise Element.
- Encourage railroads to institute noise reduction techniques to reduce impacts on adjoining land uses.
- Encourage the California Department of Transportation (Caltrans) to continue programs which lead to the reduction of noise levels on I-5, I-605, I-105, and the I-91.
- Ensure that proposed noise sources are reduced below a level of significance and properly muffled to prevent noise impacts on neighboring properties.

5. Implementation Programs

- Require noise study reports to be prepared for new projects that are not clearly compatible with the future noise level at the site, and identify measures necessary to reduce noise levels to meet the City standard.
- Implement the mitigation measures identified by noise study reports through imposing appropriate conditions of approval on development proposals and Building Permits.
- Update the highway/railroad noise contour

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maps concurrently with future updates of the Circulation Element.

- Establish a priority system for erecting sound walls along freeway routes, and encourage the construction of sound walls by the California Department of Transportation pursuant to Section 215.5 of the California Streets and Highways Code.
- Encourage or require new development to provide for adequate sound barriers from railroad noise.
- Condition discretionary actions for projects adjacent to any property designated, developed, or occupied by noise sensitive land uses. Developer may be required to submit a construction noise mitigation plan to the City Engineer for review and approval prior to the issuance of a grading or building permit. The plan must show how the noise from construction would be mitigated, through the use of such methods as:
 - Time of operation
 - Temporary noise attenuation fences
 - Location of construction equipment
 - Use of current technology and noise suppression equipment
- Revise noise related zoning regulations to be consistent with the Noise Element.
- Continue to include in the City's codes, restrictions on the hours of operation of

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construction equipment, site maintenance equipment (leaf blowers, power mowers, etc.), trash collection, and truck deliveries.

- Disseminate to the public and developers information regarding City noise regulations and programs, the adverse effects of high noise levels, and means of mitigating such levels.
- The City will act to reduce noise levels by making noise levels of equipment a consideration when making purchases.

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G. Safety



1. Goals and Opportunities

Responding successfully to natural and man made emergencies requires analysis of existing hazards and planning. In addition to addressing geologic hazards, the Safety Element addresses other natural and urban safety issues. The following goals have been established to improve public safety within the City of Norwalk:

- To reduce the City's loss of life, injury, and economic, social and environmental losses.
- To implement an effective and successful emergency preparedness plan that will minimize loss of life, injury, economic and

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social dislocation.

- To ensure the availability and effective response of emergency services.

2. Natural Hazards

a. Seismic Hazards

Geological hazards in the Norwalk area are essentially limited to those caused by earthquakes. The major cause of damage from earthquakes results from violent shaking. Three major earthquakes and numerous minor earthquakes have affected the Norwalk area in the last 178 years. Major earthquakes include the Southern California quake of 1812; the Long Beach earthquake of 1933, and the Whittier Narrows earthquake of 1987. The City of Norwalk is within 7 miles to two active or potentially active faults that have the potential for producing earthquakes. Violent shaking would cover not only the area immediately adjacent to the earthquake epicenter but also areas for many miles in all directions.

Since Norwalk is susceptible to a catastrophic earthquake, the City should consider the associated risks. There are two types of risk associated with seismic hazards: unacceptable and tolerable. Unacceptable risk encompass conditions that can not be tolerated and toward which government actions and programs should focus. Tolerable risks is assigned to perceived threats that pose some danger but are tolerable

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until programs and resources are available for their abatement. Tolerable levels are achieved by complying with County, State and Federal Safety standards and policies.

Strong Ground Shaking - Earthquakes are caused by violent and abrupt releases of strain built up along faults. The most damaging earthquakes are associated with rupture across very large surface of pre-existing faults.

A sudden slip along all or part of a fault surface within the earth's crust releases elastic strain energy that has accumulated within nearby rocks and radiates that energy in the form of earthquake waves. Vibrational waves are propagated large distances away from the fault. As they pass through an area, they produce the shaking effects that are the predominant cause of earthquake damage. The severity of ground shaking at any point depends upon the size of the quake, the distance to the ruptured part of the fault plane and the local geologic condition that either amplify or attenuate the earthquake waves.

Faulting - A fault is a fracture within the earth's crust along which significant movement has occurred rather suddenly during earthquakes or slowly. Because different faults can lie dormant for different lengths of time before they slip again, there is no universally applicable time span for evaluating fault activity. Both historical and geologic evidence suggests that some faults may remain dormant for hundreds to thousands of years between

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major displacements.

When a slip along a fault plane extends to the Earth's surface the effects can have profound significance for buildings, pipelines and other structures that straddle across the fault trace. These effects include rupture and offset of the land surface, local warping and lifting of the ground near the fault trace. These ground deformations can damage or even destroy buildings.

Large, shallow earthquakes in California are commonly accompanied by surface faulting or deformation. In general, surface faulting is associated with earthquakes having an epicenter shallower than 15 km. below the surface and magnitudes greater than 5.5.

Earthquake faults are categorized as active, potentially active, and inactive. An active fault has exhibited surface displacement within Holocene time (approximately the past 11,000 years). A potentially active fault shows evidence of surface displacement during the last 2 million years, or Quaternary time.

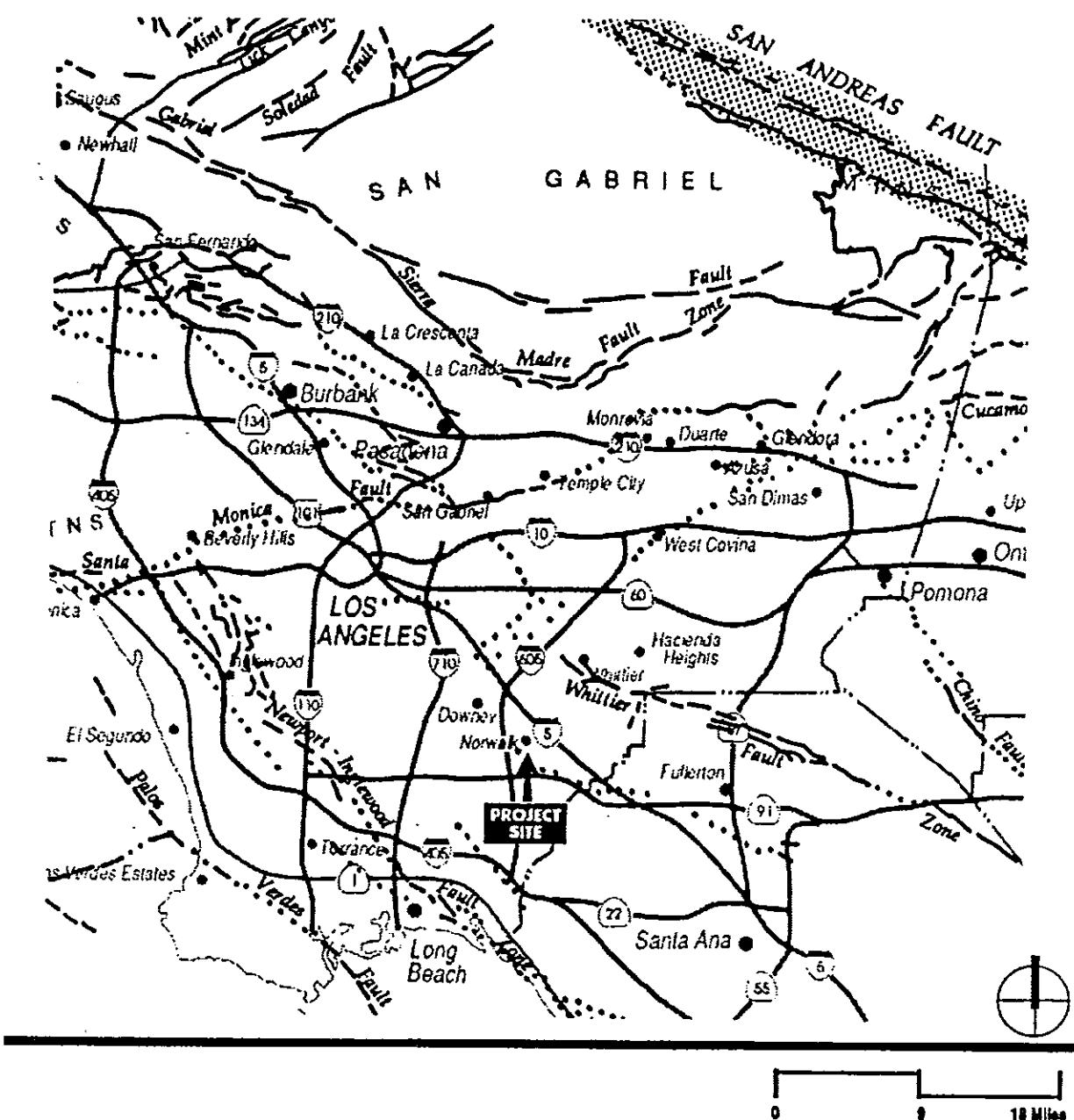
One potentially active fault runs through the City of Norwalk and an active fault is located within close proximity. The Norwalk Fault is classified as a potentially active fault and runs through the southeastern region of the City . It is at least 14 km long and is considered to have a very low probability of producing severe earthquakes due to its lack of seismic activity. The fault is noted as the possible source of the

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1929 damaging earthquake.

The Newport Inglewood Fault is an active fault located approximately seven miles south of the City and is capable of producing an earthquake of 6.5 Richter magnitude. It is approximately 43 km in length and has a slip rate between 0.1 and 6.0 mm/yr. Other faults such as the Raymond, San Fernando, Santa Monica, and Sierra Madre are also capable of producing earthquakes of this magnitude, but impacts of ground shaking would be less due to their distance from the City of Norwalk.

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Map of Faults in Vicinity of Norwalk

Liquefaction - When an earthquake produces

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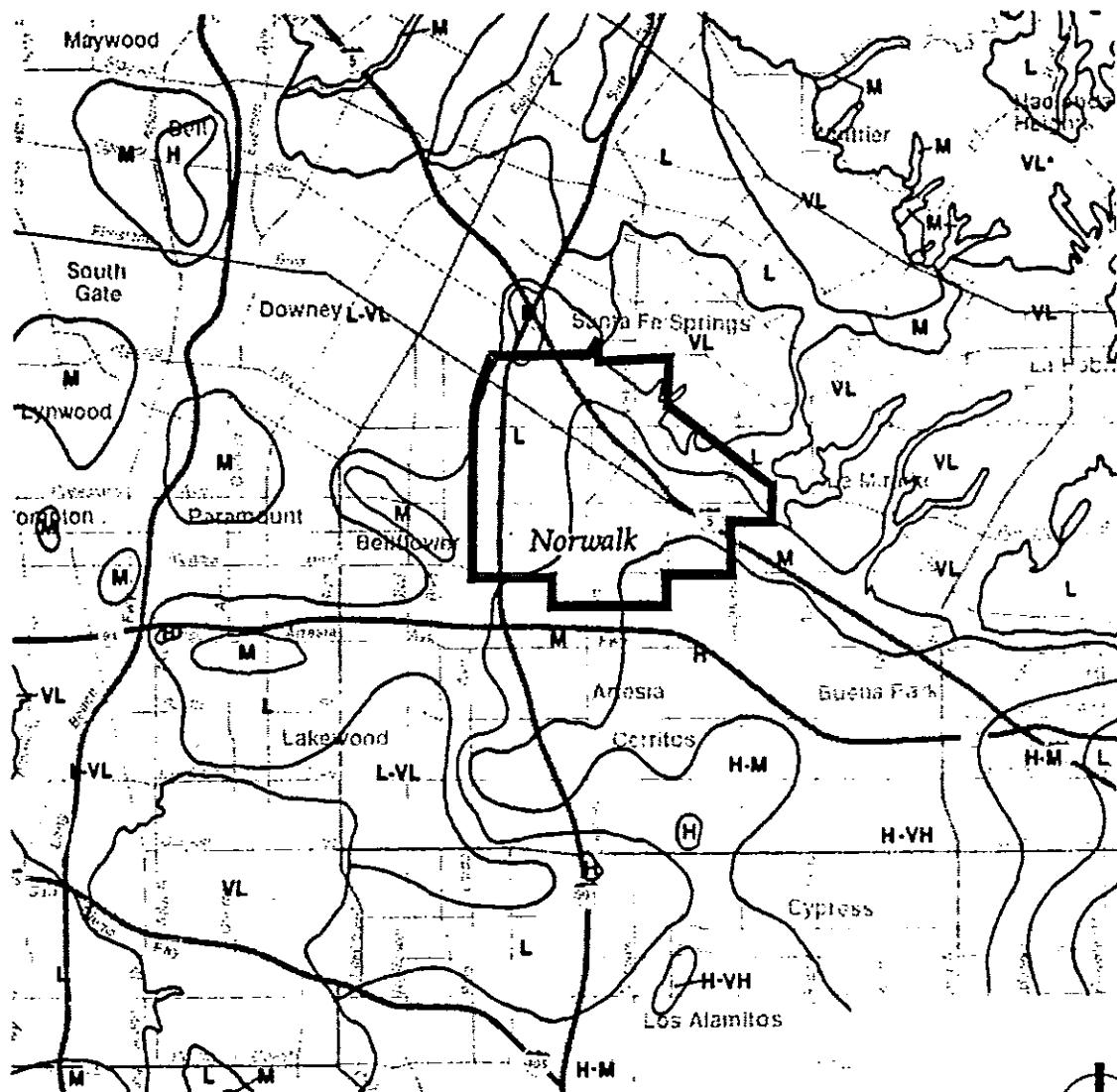
repeated pulses of strong ground motion, liquefaction can occur in an area of high ground water and loose, granular sediments. As the ground shakes, granule sediment becomes saturated as the water is forced to the surface, and transforms from a solid to a liquid. Although the City of Norwalk is located in an area of low to moderate relative liquefaction, ground failure due to liquefaction could be a potential hazard for buildings, utilities, and other facilities in the southeastern region of the City.

There are four types of ground failure associated with liquefaction: lateral spread; flow failure; ground oscillation, and loss of bearing strength. Lateral spread occurs on gentle slopes ranging from 0.3 - 3 degrees and can be tens of meters wide. Ground oscillation takes place at depth and if the slopes are too gentle to permit lateral displacement. Following liquefaction at depth, overlying soil blocks that have not liquefied may decouple from one another and oscillate on the liquefied substrate. The resulting ground movement often resembles a traveling ground wave. Overlying structures and subgrade facilities commonly sustain damage through this mode of ground failure. Flow failure is the most catastrophic mode of ground failure that results from liquefaction. It usually occurs in areas with slopes greater than 3 degrees. It commonly displaces soil masses by tens of meters and can displace material at velocities of 10 kms. per hour. Loss of bearing strength can occur under a structure where the soil loses strength and liquefies. Large

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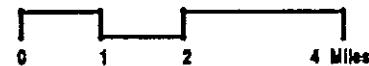
deformations can then occur within the soil mass and allow buildings to tip. The depth of ground water can change over seasons and over the span of several years; therefore, longer-term data on ground water levels is needed for a more accurate perspective on liquefaction potential in the City of Norwalk.

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LEGEND

| | | | |
|----|-----------|-----|---------------|
| VH | Very High | L | Low |
| H | High | VL | Very Low |
| M | Moderate | VL* | Bedrock Areas |



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Heavy structures tend to settle or overturn during liquefaction which can lead to severe structural and foundational distress. Structures may settle several feet below grade while buried tanks or other buoyant infrastructure may rise to the surface.

Because not all soil types are susceptible to liquefaction, site specific studies evaluating the potential for liquefaction at any given building site are necessary. Most liquefaction problems can be resolved for new construction through proper identification of the problem and appropriate foundation design.

Hazardous Buildings - A hazardous building is one which may be hazardous to life in the event of an earthquake because of partial or complete collapse. Building types which may pose substantial hazards in an earthquake include: buildings constructed of unreinforced masonry, precast concrete tilt-up buildings, multi-story buildings of non-ductile concrete frame, and buildings of composite precast construction.

Critical, Sensitive and High-Occupancy Buildings - Some facilities pose a greater degree of importance or risk to the public and may warrant special standards for a variety of reasons. Two general categories of facilities pertinent to City of Norwalk are distinguished for policy purposes:

Critical Facilities are those facilities which either

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provide emergency services or house or serve many people who would be injured or killed in case of disaster, damage to the facility. Examples of critical facilities include fire stations, police and emergency service facilities, utility facilities, and hospitals.

Sensitive Facilities include facilities used for the manufacture, storage or sale of hazardous materials, such as the Defense Fuel Supply Point, as well as socially significant facilities such as schools, nursing homes, and housing for the elderly, handicapped or mentally ill.

Locating and designing public schools falls under the approval authority of the Office of the State Architect, which enforces the States' strong seismic codes for those facilities. Specifications and enforcement of seismic standards for other uses is the responsibility of the City.

Seismic Policies - Although earthquake damage is inevitable in the Los Angeles region, damage can be reduced by adopting policies that avoid or accommodate the potential effects of earthquakes. Some earthquake hazards like fault rupture have definite area limits and can be avoided by careful land-use planning. Attempts should also be made to design and build structures that will accommodate distortion and minimize the possibility of life-threatening ground failures. Whatever strategy is selected, various levels of government, private groups, corporations, and quasi-public organizations can play important roles in

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reducing seismic hazards and damage.

Land Use development based on sound information about earthquake hazards and implemented over an extended period of time can be among the most effective means for saving lives and minimizing disruptions in case of an earthquake. Proper land use planning would include provisions for the best possible location, density and arrangement of land use.

The City's policies and programs for seismic safety are designed to reduce death, injuries, damage to property and economic and social dislocation that could result from earthquakes and related geologic hazards, as well as to enhance the preparedness of City agencies and the community in general to survive, respond to, and recover from a major earthquake.

Effective implementation of seismic policies requires a continuing awareness and expanding knowledge of the seismic hazards affecting the City; strong enforceable seismic standards for the siting, design and review of proposed development; and progressive City-wide programs for disaster preparedness and recovery planning.

Site-specific investigation of geologic and soil conditions are the primary means of hazard evaluation and an important basis for effective mitigation through the planning and design of individual development projects. Data collection for an individual development site does not necessarily provide a complete picture

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of the geologic hazards affecting the site. A broader data base of geologic and soils information, derived from a variety of development and excavation projects, would provide consultants and reviewers with a broader perspective and significant insights on potential development hazards.

b. Other Natural Hazards

Due to the flat topography of the area, the City of Norwalk is not affected by avalanches, rockfalls or landslides. Given its inland location, the potential for tsunamis and seiches in the City of Norwalk is extremely low.

The City of Norwalk is classified as a Zone C flood region according to the Flood Insurance Rate map (FIRM) for the County of Los Angeles. Zone C classification indicates that the City is located in an area susceptible to a flood occurrence within a 500 year period.

The City is located downstream from the Whittier Narrows Dam. As indicated on Plates 1 and 2 of the Whittier Narrows Dam Emergency Plan Inundation Map, prepared by the U.S. Army Engineer District, Los Angeles, Corps of Engineers, the majority of the City, including all property west of Norwalk Boulevard, would be subject to inundation due to dam failure. The northern boundary of the City of Norwalk is approximately 6.97 miles from the Whittier Narrows Dam. Assuming complete failure of the dam, and peak capacity at the time of failure, the City of Norwalk

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would be affected within 6 hours, while peak inundation would occur within approximately 19.25 hours. Water levels could approach between 4-6 feet in depth above ground level. In preparing the Multi-Hazard Functional Plan, the City should consider this hazard before siting emergency shelters after seismic activity.

3. Man Made and Urban Hazards

a. Fire

The County of Los Angeles Fire Department provides fire protection services to the City of Norwalk. There are two fire stations located within the City. The Fire Department reviews certain development and subdivision plans to ensure that preventive fire measures and adequate Fire Department access can be provided.

b. Other urban hazards

Crime is also an urban hazard that must be considered, since it directly affects the safety of residents. Crime prevention and other police activities are performed by the County of Los Angeles Sheriff's Department. In addition, the City of Norwalk Public Safety Department provides community services related to crime. To ensure that crime issues are adequately addressed, the County of Los Angeles Sheriff's Department should be consulted for their comment and suggestion regarding development or other land use applications. Public Safety will continue to provide safety

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related services.

4. Emergency Preparedness

The County of Los Angeles Fire and Sheriff's Department are prepared to respond to the day-to-day urban hazards.

The City should continue to evaluate its ability to respond to natural hazards, in concert with the State of California Office of Emergency Services, and other agencies. Comprehensive plans for dealing with the effects of large earthquakes are particularly important because such events are different from other disasters in that they are infrequent, usually unexpected and potentially catastrophic.

Effective implementation of seismic policies for dealing with the effects of large earthquakes will help reduce the magnitude of damage in the event of an earthquake but a variety of damage should still be anticipated. Effective response to a disaster or to a warning of disaster is essential to life saving and the reduction of subsequent property damage and social dislocation.

The emergency response capabilities of the City are geared primarily to non-disaster incidents, and police and fire capabilities could be overwhelmed in a large disaster.

In a major earthquake, mutual aid sources in adjacent jurisdictions are likely to be fully committed to their own needs, and there may be substantial delays in the request and transport of assistance from more distant locations. Access to and egress from the city is likely

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to be inhibited by earthquake damage and related congestion and accidents.

Effective disaster preparedness will require the concerted efforts of city agencies, residents and the business community. Not only must effective plans and procedures be in effect, but those plans should be tested and improved through frequent disaster exercises. To ensure an organized response to a natural or urban hazard, the City should prepare a multi-hazard functional plan.

Planning for Post-Disaster Recovery

Ultimately, the potential for post-earthquake survival in the City of Norwalk will depend not only on the effectiveness of hazard mitigation and disaster response programs, but also on how quickly and how well the city is rebuilt after a major earthquake. With preplanning, effective programs and options for rapid reconstruction, Norwalk would be able to coherently and efficiently begin to restore itself immediately after an earthquake.

3. Objectives and Policies

a. Safety from Natural and Man Made Hazards

Objective

- To avoid unnecessary exposure to hazards and continue operation of critical facilities after an emergency.

Policies

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- Adopt and maintain high standards for seismic performance of buildings through prompt adoption and careful enforcement of appropriate building codes for seismic design.
- Establish mitigation of earthquake hazards as a high priority for City programs both before and after an earthquake.
- Consider seismic requirements when determining the location and design of critical, sensitive and high-occupancy facilities.
- Encourage preservation and sensitive reuse of historic buildings that need strengthening for protection from seismic hazards in a manner that does not endanger public safety.
- New development and other land use entitlements should be reviewed by emergency response agencies to ensure that public safety can be adequately provided.

b. Emergency Preparedness and Post-Disaster Recovery

Objective

- To prepare the City for effective response to catastrophes.

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Policies

- Maintain and revise a multi-hazard functional plan to serve as the comprehensive emergency operation plan.
- Ensure that emergency preparedness is the mutual responsibility of City agencies, residents and the business community.
- Continue support of mutual assistance between the City and other governmental agencies and municipalities.
- Promote increased awareness of seismic and other public safety problems and programs.
- Promote and develop community and workplace self-help and disaster relief groups to improve effectiveness of local emergency response, light search and rescue, and emergency medical care.
- Promote improved cooperation with non profit and private sector emergency response organizations.
- Support Federal and State legislation to develop an adequate earthquake insurance program that includes mitigation measures.

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4. Implementation Programs

a. Safety from Natural and Man Made Hazards

- Continually review and strengthen codes and ordinances dealing with hazardous housing, building conditions and fire safety.
- Develop a mechanism for the removal or rehabilitation of hazardous or substandard structures which may be expected to collapse in the event of an earthquake including, but not limited to unreinforced masonry buildings.
- Require geotechnical evaluation, prior to site development in seismically hazardous areas as mandated by State law.
- Develop standards and restrictions such as limits on allowable land uses, density standards, and subdivision design policies for sites subject to seismically induced liquefaction or soil compaction.
- Consult the County of Los Angeles Sheriff's Department and Fire Department or any other emergency response agency during review of development projects or land use entitlement applications.
- Continue to provide safety related services through the City of Norwalk

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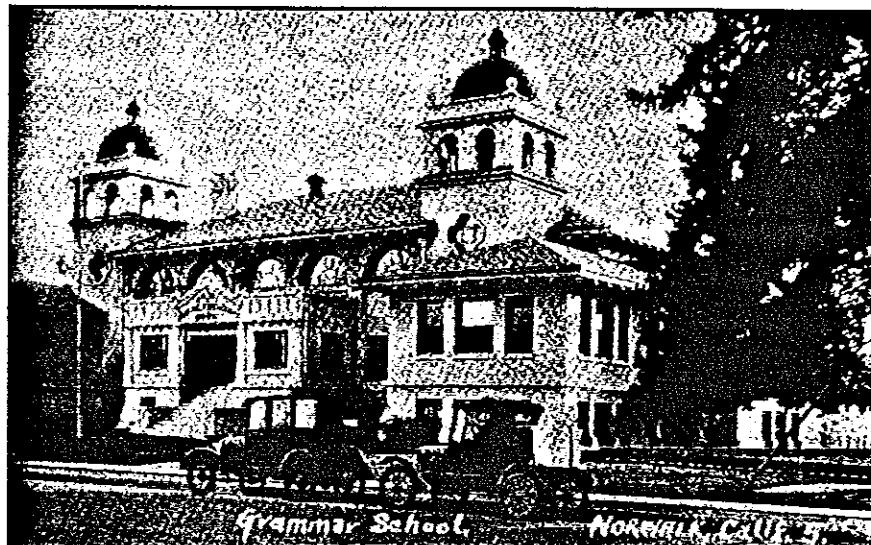
Department of Public Safety.

b. Emergency Preparedness and Post-Disaster Recovery

- Develop programs and procedures for immediate disaster relief, shelter, and preliminary reconstruction.
- Develop programs, options, and procedures to promote rapid short-term reconstruction of the City following an earthquake.
- Develop a contingency plan for long-term reconstruction activities in areas potentially subject to significant damage.
- Provide and publicize psychological relief offered by appropriate agencies (or private practices) following strong seismic event.
- Identify alternative sources of financing of damage and reconstruction.

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CITYWIDE ELEMENTS - COMMUNITY DESIGN

H. Community Design



I. Goals and Opportunities

Since most people receive their first impressions and, ultimately, establish their permanent perceptions of Norwalk based on the visual environment, the appearance of the City is a critical concern. Furthermore, many persons will base economic and social decisions upon their judgement of the City's physical condition. Therefore, the community's preservation, and attainment of a greater future are, in part, dependent upon the ability of the City to create an appealing visual setting.

The purpose of the Community Design Element is not to prescribe specific changes to the visual environment, nor establish particular guidelines. Instead, the intent is twofold. First, through the Community Design Element, the City of Norwalk establishes that urban design, architecture, and the

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overall appearance of the City and its parts are concerns that necessitate planning and action. In essence, form will not be ignored in pursuit of a perfectly functioning community.

Second, this element is intended to discuss, in a broad context, the various issues related to residential, commercial, industrial, and public facility and right-of-way design, hence, the elements of a well designed community. At the end, a community design plan, with goals, policies, and implementation measures, is provided.

It should be noted that this element focuses on design issues related to the form of physical development, rather than the functional design, which is the scope of the other General Plan elements. Though the table below does not include all of the design concerns from the various elements, it does elicit some of the functional design issues that should be considered:

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CITYWIDE ELEMENTS - COMMUNITY DESIGN

| SAMPLING OF FUNCTIONAL DESIGN ISSUES IN GENERAL PLAN | |
|---|--|
| Element | Design Issues |
| Land Use | Site plans and building appearance must take into account adjacent land uses. Where different land uses, such as commercial and residential, are adjacent, the site design should provide adequate buffering. |
| Circulation | To encourage adequate circulation, new development should be designed to support pedestrian and public transit activity, as well as alternative modes of transportation. Attractive internal sidewalks within a development, and pedestrian passageways from the public sidewalk, for example, are methods of linking a development to a larger transportation system. |
| Utility Infrastructure | Every development requires the use of utilities, which should be placed out of public view, to the extent possible. |
| Housing | Floor plans should be adequate to meet the needs of all household sizes, and should provide for a safe and decent living environment. |
| Educational and Cultural Resources | Historical buildings should be preserved; new development should not detract from the historical character established by a historic landmark and, instead, should allow the historical site to serve as the primary design focus and element of a neighborhood. |
| Open Space | Recreational space should be provided within a development that will be private and usable. |
| Noise | Noise sources should be minimized and shielded to the greatest extent possible. |
| Safety | Security can be facilitated through the creation of "defensible spaces", and can be facilitated through adequate lighting. |
| Conservation | Unique natural features should be preserved on a site and protected through design. |

Again, each element contains its own complete range of goals, objectives, policies, and implementation measures. Thus, the interrelatedness of elements becomes apparent and, likewise, the fact that good community design results from a synthesis of function and form becomes apparent. Notwithstanding the importance of functional design, the City of Norwalk also expresses its concern for the pure form of development. In this light, the elements of community design are discussed below. The City's commitment to design is exemplified by the following

The City of Norwalk General Plan
CITYWIDE ELEMENTS - COMMUNITY DESIGN

goal:

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

2. Community Design Issues

Good community design applies on the small scale, to the design of a building or a specific site, and can be exploded to apply on the grand scale, to boulevards, neighborhoods, or the entire city. The treatment of contrast is the primary design concern. As it applies to all art forms, whether it is architecture, painting, sculpture, or music, contrast creates focus and, therefore, should be used delicately. Otherwise, the community could evolve into a place of visual disarray. Contrast can be used effectively, however, to create focus on those aspects of the community which should be highlighted, and, when minimized, to create harmony amongst those areas of the community which should share a common link. The following is intended to identify general design issues related to residential, commercial, industrial, and public facility and right-of-way design.

a. *Residential Design*

Residential uses occupy the greatest proportion of land area in the City and, therefore, have a tremendous effect on the visual character of the community. Furthermore, residents develop their attitudes of the community based, in large part, on what they see and experience within their own general surroundings. Since the City of Norwalk is a "built-out" community, new residential development will take the form of

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CITYWIDE ELEMENTS - COMMUNITY DESIGN

infill construction. Many contextual problems can be created through infill construction, whether the project involves development of new, or rehabilitation of older, single and multiple-family dwelling units. The following issues should be considered:

- Development should reflect the prevailing *architectural style*. In the same sense that a "square box" would not fit into the fabric of a neighborhood with rich architectural details, a heavily articulated building would not fit into the fabric of a modest neighborhood. For this reason, it is important that new development retain some form of compatibility or link to past development. Attributes such as roof lines, building and landscape materials and textures, and colors should be considered.
- New buildings should be similar in *scale and massing* to neighboring development. A grandiose mansion will, despite a similar architectural style, dwarf a smaller, ranch style home and, therefore, may be inappropriate for such a setting. Like architectural style, the size and shape of new development should be visually linked to its surroundings.
- Even if a building is compatible with the dominant architectural style and scale, the *building orientation* can substantially affect the degree of harmony that is established with neighboring

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development. Excessive variations in building setback, for example, can appear turgid and disorderly. An apartment building in the middle of the block that is situated close to the street will contrast sharply with the spacious front lawns of other single-family homes.

In short, building exteriors and landscape design should be compatible with existing development, reflecting the dominant architectural features of the neighborhood. Though a development does not have to duplicate the surrounding neighborhood, it should include the best and most prominent visual attributes. The introduction of new, highly contrasting elements should be carefully considered, and used only when focus is desired.

b. Commercial Design

Though not constituting the majority of land area, commercial developments, by nature of their needs, tend to occupy the most visible locations within the community, along major boulevards and prominent corners. Thus, they provide a tremendous visual impression on persons shopping or employed within the City, and those passing through. Design issues related to commercial development, including buildings, landscape treatment, and signage, share many of the same issues as residential development, especially as related to *architectural style, scale and massing, and building orientation*. Commercial developments, however, need to be visible and identifiable from the crowd of other businesses. Accordingly, the

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CITYWIDE ELEMENTS - COMMUNITY DESIGN

balance between contrast and compatibility must be carefully evaluated. Some of the issues that are more particular to commercial development are as follows:

- Neighborhood Commercial - The Neighborhood Commercial areas are, essentially, components of the residential neighborhood and should, to a certain degree, share and support the design attributes of the adjacent residential area, especially since many neighborhood commercial properties abut residential districts.
- Professional Office and General Commercial - As the center of our livelihoods and the marketplace for our purchases and entertainment, the Professional Office and General Commercial land use designations are focal points for the community. To create an active and vibrant commercial environment, a pleasing visual environment must exist. While some commercial areas may be highway oriented, for quick stop and go purchases, other commercial areas may benefit more from the creation of a certain ambience or flavor that stimulates longer shopping sprees. Thus, each site must be carefully evaluated in context with how it will function with neighboring commercial development. If a development lies within an Area Plan or Opportunity and Special Site Study Area, even greater consideration must be

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CITYWIDE ELEMENTS - COMMUNITY DESIGN

given for a project's consistency with an overall design scheme.

c. Industrial Design

Industrial developments are usually tucked away from the most visible areas of the City; however, there are a number of industrially designated properties which front major streets. Since most industrial uses include the use of heavy equipment or storage of materials, their placement and obscurement are an integral part of site design. Overall, industrial developments should be equally attentive to *architectural style, scale and massing, and building orientation* as residential and commercial developments.

d. Public Facility and Right-of-Way Design

Public facilities, such as parks and civic buildings, are often embedded within a residential, commercial, or industrial area and, thus, should follow the criteria for those respective districts. Together with public right-of-way design, however, the City is provided with an opportunity to visually link the various components of the community. In general, public facility and right-of-way design should also consider *architectural style, scale and massing, and building orientation*. However, some commonality could also be developed to distinguish public improvements. In doing so, the residential neighborhoods, commercial districts, and industrial areas will share a common visual bond, resulting in a cohesive community design. Some possibilities for establishing visual unity within the community

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CITYWIDE ELEMENTS - COMMUNITY DESIGN

are listed below:

- *Landscaping* of public right-of-ways can be used to create a hierarchy of streets and to define neighborhoods and districts. Materials such as street trees, when the same species are used throughout and planted in regular intervals, are an effective way of creating visual order and beauty in the community, while positively contributing to the community's microclimate.
- *Street lights and Traffic Control Devices* can also be selectively used to define a neighborhood or district. Again, consistency with regard to style and placement will communicate a sense of order.
- *Pedestrian Amenities*, such as benches, trash receptacles, bicycle racks, and bollards, should also be selected to represent some sense of order, and should be compatible with other public right-of-way improvements such as street lights and signage. To avoid visual clutter, pedestrian amenities should be clustered together, including newspaper racks and public telephones.
- *Public Signage* should also impart orderliness with uniform size, type style, and graphic symbols.
- *Gateways* into the City, and into

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CITYWIDE ELEMENTS - COMMUNITY DESIGN

neighborhoods and districts, should be designed to signify arrival and portray the unique qualities of that individual place. Portal treatments may include:

- Textured street paving
- Entryway monumentation
- Special landscaping treatments

It is apparent that there are many methods of establishing aesthetic continuity within the City. Conscious design decisions regarding public facilities and right-of-ways will certainly provide visual unity and order within the community. Although not public in nature, this section also applies to railroad right-of-way and other semi-public uses.

3. Community Design Plan

In light of the issues described throughout this Element, the City of Norwalk establishes its concern for the visual environment. The following policies and implementation measures should be implemented to preserve and improve the design of the community:

a. Policies

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

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commercial, industrial, and public facility and right-of-way improvements should be reviewed for consistency and compatibility with the surrounding neighborhood, district, and the overall community.

3. Existing residential, commercial, industrial, and public facility and right-of-way improvements should be maintained to support a positive community image.

b. Implementation Measures

1. Property Maintenance and Building Rehabilitation Appeals Board, and the Property Maintenance division will ensure that existing properties are maintained.
2. Capital Improvements, including public right-of-way improvements, will be designed to define neighborhoods, districts, gateways, and a hierarchy of streets.
3. The Design Review Board will determine the compatibility of development with its surroundings.
4. Zoning regulations will be reviewed to determine if appropriate community design is being facilitated.

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CITYWIDE ELEMENTS - COMMUNITY DESIGN

5. Where an area of particular concern exists, design guidelines may be adopted for a district, neighborhood, and/or for application on a Citywide basis.

The City of Norwalk General Plan

CITYWIDE ELEMENTS - EDUCATIONAL AND CULTURAL RESOURCES

I. Educational and Cultural Resources



I. Goals and Opportunities

Building a sense of belonging and identity within the community involves recognition of the unique cultural characteristics of the community. Through educational and cultural planning, exciting cultural places, celebrations, and activities can be developed, providing outlets for the creative and artistic visions of Norwalk residents. The cultural leaders and organizations within the community can work together to reveal the unique and dynamic identity of the City of Norwalk, providing leverage for positive growth and development.

Norwalk has over 100 years of community history dating from 1877 when the original tract map was

The City of Norwalk General Plan
CITYWIDE ELEMENTS - EDUCATIONAL AND CULTURAL RESOURCES

filed with the County of Los Angeles. Following the discovery of oil in what is now Santa Fe Springs, Norwalk rapidly grew into a prosperous suburb. In fact, between 1946 and 1956, Norwalk was one of the fastest growing communities in the United States. Norwalk achieved cityhood on August 26, 1957 and has continued to develop into a successful and culturally diverse community. Norwalk's many historical, educational and cultural resources not only provide a link to the past, but substantially enrich the quality of life today. The City's commitment to maintaining and expanding these resources is exemplified by the following goals:

- To maintain and enhance quality education.
- To provide a comprehensive approach to historic preservation and adaptive reuse of buildings.
- To maintain and enhance cultural facilities, programs, and services.
- To reveal the unique and dynamic cultural identities of Norwalk residents.

2. Existing Resources

The City of Norwalk offers an extensive array of educational and cultural resources. While these resources are discussed below, the General Plan Land Use Map, located in Section 6, shows the location of these resources.

a. *Educational Resources*

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CITYWIDE ELEMENTS - EDUCATIONAL AND CULTURAL RESOURCES

The following tables provide an indication of the educational characteristics of the residents within the community:

| CITY OF NORWALK EDUCATION ATTAINMENT FOR PERSONS 18 YEARS AND OVER | | |
|---|---------------------------------------|------------------|
| Education Level Attained | Number of Persons 3 Years and Over | Percent of Total |
| Less than 9th Grade | 9,832 | 14.86% |
| 9th to 12th Grade, no diploma | 13,774 | 20.82% |
| High School Graduate or equivalent | 18,529 | 28.00% |
| Some college, no degree | 13,566 | 20.50% |
| Associate degree | 4,681 | 7.07% |
| Bachelor's degree | 4,325 | 6.54% |
| Graduate or Professional degree | 1,460 | 2.21% |
| TOTAL | 66,170 | 100.00% |

Source: 1990 Census

Also, the following table provides an indication of the school enrollment and type for persons 3 years and over:

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CITYWIDE ELEMENTS - EDUCATIONAL AND CULTURAL RESOURCES

| CITY OF NORWALK SCHOOL ENROLLMENT AND TYPE OF SCHOOL FOR PERSONS 3 YEARS AND OVER | | |
|--|---------------------------------------|------------------|
| Type of School | Number of Persons 3 Years and Over | Percent of Total |
| Public Pre-Primary School | 934 | 1.05% |
| Private Pre-Primary School | 631 | 0.71% |
| Public Elementary or High School | 17,657 | 19.77% |
| Private Elementary or High School | 2,016 | 2.26% |
| Public College | 5,892 | 6.60% |
| Private College | 900 | 1.01% |
| Not Enrolled | 61,298 | 68.62% |
| TOTAL | 89,331 | 100.00% |

Source: 1990 Census

Educational resources within the community include a Community College, Public School Districts, and Private Schools.

Community College - Cerritos College is located on Alondra Boulevard within the City boundaries. The College is part of the State Community College system and serves the cities of Artesia, Bellflower, Cerritos, Downey, Hawaiian Gardens, La Mirada, Lakewood, Norwalk. It offers a wide variety of academic and vocational courses, including two-year degree programs and coursework which are transferrable to the University of California and California State University systems.

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CITYWIDE ELEMENTS - EDUCATIONAL AND CULTURAL RESOURCES

Vocational education programs are particularly well utilized.

The College has a Community Services Department with general interest classes open to non-students. Theater productions are offered every two months throughout the year.

With an enrollment of 33,350 students in 1990, the student population is considered to be one of the most ethnically diverse in the state. Enrollment has been increasing slightly over the past five years and is expected to continue to grow. A new Multi-Cultural Studies building and new faculty building were constructed in 1991.

Public School Districts - Public school enrollment in elementary or high schools accounted for 66.32% of enrolled persons. Two school districts operate schools within the City of Norwalk: Norwalk-La Mirada Unified School District and Little Lake Unified School District.

The Norwalk-La Mirada Unified School District has twenty-one schools in its district accommodating a total of 10,611 elementary and high school students in 1991. Of these, Norwalk's two high schools, John Glenn and Norwalk, are both within this District. With an overall capacity of 11,900 students, the District's schools are 89 percent utilized.

Little Lake Unified School District has five elementary and one intermediate school in the

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CITYWIDE ELEMENTS - EDUCATIONAL AND CULTURAL RESOURCES

City of Norwalk. Given an overall capacity of 3,968 students and an enrollment of 2,645, these schools are 67 percent utilized.

A limited number of Norwalk students attend schools within the ABC Unified School District and the Whittier Union High School District, which are located outside of the City's boundaries.

Projected growth through 2010 in the City of Norwalk will result in an additional 4,320 students. With a combined capacity to accommodate an additional 3,612 students, the Norwalk-La Mirada Unified School District and the Little Lake Unified School District face a shortage of classroom space for 718 students. The Norwalk-La Mirada School District anticipates an increase in the number of teachers to accommodate this growth. Little Lake School District, however, anticipates a decrease in enrollment over the next five years. Adult School is also offered by the Norwalk-La Mirada Unified School District.

Private Schools - Approximately 9.44% of enrolled persons are enrolled in private elementary or high schools. There are a number of private elementary and high schools which serve the community, located both within City boundaries and outside. A listing of private elementary schools would include:

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CITYWIDE ELEMENTS - EDUCATIONAL AND CULTURAL RESOURCES

| School | Persons Enrolled | Norwalk Residents Enrolled |
|-----------------------|------------------|----------------------------|
| Baptist Christian | 179 | 82 |
| Nazarene Christian | 222 | 74 |
| St. Pius X | 346 | 15 |
| Santa Fe Christian | 223 | 36 |
| Seventh Day Adventist | 121 | 9 |
| Creative Beginning | 122 | 7 |
| Our Lady of Fatima | 325 | 25 |
| St. Dominic Savio | 292 | 28 |
| Woodruff Christian | 239 | 7 |
| St. Mark's Episcopal | 107 | 2 |
| Grace Christian | 70 | 24 |
| St. Linus | 330 | 180 |
| Trinity Christian | 220 | 77 |
| St. John of God | 355 | 287 |
| Concordia Lutheran | 89 | 4 |
| Pioneer Baptist | 75 | 30 |
| St. Bernard's | 245 | 10 |
| Norwalk Christian | 194 | 65 |

Source: 1994 Department of Finance Forms

b. Cultural Resources

The City of Norwalk is an extremely diverse community, with persons from various cultural backgrounds. The different languages spoken at home is an indication of this diversity:

The City of Norwalk General Plan
CITYWIDE ELEMENTS - EDUCATIONAL AND CULTURAL RESOURCES

| CITY OF NORWALK LANGUAGE SPOKEN AT HOME: PERSONS 5 YEARS AND OVER | | |
|--|---------|------------------|
| Language | Persons | Percent of Total |
| English only | 45,448 | 52.82% |
| Spanish or Spanish Creole | 30,110 | 34.99% |
| Tagalog | 2,656 | 3.09% |
| Korean | 2,258 | 2.62% |
| Vietnamese | 1,161 | 1.35% |
| Chinese | 861 | 1.00% |
| Other Unspecified | 706 | 0.82% |
| Indic | 692 | 0.80% |
| Mon-Khmer | 317 | 0.37% |
| Arabic | 303 | 0.35% |
| Italian | 207 | 0.24% |
| German | 201 | 0.23% |
| Other Indo-European | 199 | 0.23% |
| Japanese | 188 | 0.22% |
| French or French Creole | 153 | 0.18% |
| Other West Germanic | 137 | 0.16% |
| Portuguese or Portuguese Creole | 101 | 0.12% |
| Greek | 95 | 0.11% |
| Polish | 60 | 0.07% |
| South Slavic | 59 | 0.07% |
| Native North American | 42 | 0.05% |
| Russian | 37 | 0.04% |
| Other Slavic | 23 | 0.03% |

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CITYWIDE ELEMENTS - EDUCATIONAL AND CULTURAL RESOURCES

| CITY OF NORWALK LANGUAGE SPOKEN AT HOME: PERSONS 5 YEARS AND OVER | | |
|--|---------------|------------------|
| Language | Persons | Percent of Total |
| Hungarian | 18 | 0.02% |
| Yiddish | 13 | 0.02% |
| Scandinavian | 4 | 0.005% |
| TOTAL | 86,049 | 100.00% |

Source: 1990 Census

As indicated by the preceding table, the City of Norwalk is home for a wide array of cultures. Providing residents with an opportunity to explore the City of Norwalk's past, and other cultures, is an important part of the development of Norwalk's future.

Libraries - The County of Los Angeles' Regional Library in Norwalk is located on Imperial Highway in the Civic Center. It provides support services for twenty libraries in the region as well as direct library services for residents of Norwalk. The present 39,000 square foot facility was opened in 1969 and contains approximately 200,000 volumes. It has 23,171 registered borrowers and, in 1990, circulated 365,959 items. Its most heavily used services are the business reference collection, video collection and magazine collection. The library has a special collection for the social sciences (education, crime, sociology and ethnic history) and a government section containing state and federal documents. The library's audio-visual resources include videos, language records, compact discs, books on tape and audio

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cassettes.

The library also offers outreach services in the form of a language learning center for adult literacy, a "books by mail" service and volunteer delivery program for shut-ins.

The County of Los Angeles also operates Alondra Library on East Alondra Boulevard. The 7,056 square foot facility was opened in 1972 and contains approximately 30,660 volumes. One full-time librarian and an assistant serve 50,349 registered borrowers. In 1990, 86,483 items were circulated. Its most heavily used services are the paperback book, video and children's picture book collections. Other special collections include books, videos, periodicals and audio cassettes in Spanish, Chinese and Vietnamese; compact discs and books on tape in English and Spanish; and children's audio cassettes in English and Spanish. The library serves seven local public schools and three private schools and provides special children's programs.

The major issue facing the libraries is budget impacts brought about by changes in State tax laws and increasing publishing costs nationwide.

Arts and Sports Complex - The recently completed Arts & Sports Complex located in Norwalk Park is an important sports and cultural facility serving all segments of the community. The handsomely designed Complex provides Norwalk residents with

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numerous recreational and cultural outlets. Sports facilities, classrooms, exhibit rooms, and meeting rooms provide space for community meetings, recreation, and education in one centralized area.

Southeast Japanese Center - The Southeast Japanese Center offers classes to the public regarding various aspects of Japanese Culture.

Historic Resources - Historic Resources encompass a wide range of buildings, structures and places which illustrate the development of the Norwalk community and serve as tangible links to the past.

Respect for the work of past Norwalk generations encourages current investment in the community and instills pride by suggesting that today's work will be appreciated and long lasting. Added to these concepts is a growing awareness that the conservation, rehabilitation, or restoration of older buildings and neighborhoods can also mean savings in energy, time, and raw materials.

Some buildings listed as National, State, and Los Angeles County Historic Landmarks for their historic importance to the development of Norwalk include:

The Sproul Museum (1870)
12237 Sproul Street

Paddison Ranch Buildings (1878)
11951 Imperial Highway

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CITYWIDE ELEMENTS - EDUCATIONAL AND CULTURAL RESOURCES

The Darius David Johnston House (1891)
(Hargitt House)
12436 Mapledale Street

Front Street Buildings (late 1800's)
Front Street

3. Objectives and Policies

Objectives

- To provide quality education for Norwalk residents.
- To provide a broad range of educational and cultural opportunities for Norwalk residents.
- To encourage cultural and social diversity and the preservation of the cultural heritage of the City of Norwalk.
- To ensure that Norwalk residents are fully informed about the variety of educational and cultural opportunities available in the City.
- To encourage and promote civic pride, community awareness, and cultural diversity.

Policies

- Coordinate with the La Mirada-Norwalk Unified School District, Little Lake Unified School District, Whittier Union High School, and ABC Unified School District to ensure that quality educational services and facilities are provided for the children of Norwalk residents.

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- Encourage Cerritos College and other local educational institutions to provide diverse continuing educational and vocational opportunities for residents of the City.
- Encourage use of public school facilities during non-school hours on a year-round basis.
- Encourage, when appropriate, school and recreational facilities to be located near one another.
- Encourage the Norwalk cable television station to advertise educational and cultural activities, programs and services available to Norwalk residents.
- Encourage educational and cultural programs which support community values and cultural diversity.
- Cooperate with the Los Angeles County Library system in the expansion of service to meet the needs of residents; such as book fairs, bookmobiles, and acquisition of additional multi-lingual and multi-cultural materials.
- Develop and maintain the appropriate environment to preserve historically or culturally important buildings, structures, sites, or neighborhoods.
- Foster public appreciation for the beauty and culture of the City and the accomplishments of its past reflected through its buildings, structures, sites, areas, neighborhoods and

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ethnic diversity.

4. Implementation Programs

- Establish cooperative agreements with the school districts for the use of school facilities for City sponsored purposes.
- Enter into discussions with the various school districts in the City to explore the development and/or purchase of closed schools for active public facility use or as parks.
- Support programs which focus on the services of the Los Angeles County Public Library (Norwalk and Alondra) and the services they provide.
- Monitor cable television services in the City of Norwalk for their performance and activities and maintain a liaison between the cable company and the City.
- Continue live broadcast of City Council and Planning Commission meetings.
- Make taped broadcasts of City Council and Planning Commission meetings available to the public.
- Continue to publish the *Norwalk Now* bimonthly newsletter and continue to cover citywide issues and advertise educational and cultural programs available.
- Explore the possibility of making public

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materials and information available through computer on-line services.

- Continue to advertise Citywide events in the Civic Center Marquis.
- Consider the use of two-way cable television systems which enable viewers to provide feedback to televised surveys and input on important issues.
- Sponsor City wide events which celebrates Norwalk's rich historic heritage and cultural/ethnic diversity.
- Advise and, where feasible, support community groups which wish to sponsor educational and/or cultural programs and services.
- Support the undertaking of a survey of historic resources. Prepare an inventory of buildings, structures and sites which identifies the significance of the resource and important facts such as date of construction, architect, builder, physical appearance, etc.
- Study possible assistance of programs and funding to restore and retrofit historic properties, such as the buildings on Front Street.
- Continue the collection and use of Art in Public Places fees.

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The City of Norwalk General Plan
CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

J. Utility Infrastructure



1. Goals and Opportunities

A utility infrastructure able to meet present needs and to accommodate future growth is essential to the economic well being of the City. The various utility systems require continuous monitoring as well as maintenance and improvement to ensure that they keep pace with a growing and changing city. The following goals have been established to guide future infrastructure improvements:

- To maintain an adequate level of service in utility systems to support present and future community needs.
- To eliminate existing deficiencies and expand the system, where necessary, to serve new

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CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

development.

- To coordinate land use and infrastructure policies in order to guide phasing of improvements.
- To provide a method of financing infrastructure improvements.
- To maintain a high level of public service at minimum costs.

2. Existing Conditions

a. Sewer

Sewage generated in the City of Norwalk is collected by City lines that feed into Los Angeles County Sanitation District trunk sewers. Some of these sewers originate outside the City and are carrying flows generated from other sources as well as collecting flows within Norwalk. County facilities convey sewage flows from Norwalk to the Los Coyotes Water Reclamation Plant in Cerritos. This plant has a treatment capacity of 35 million gallons per day (MGD) and currently treats an average of 31 MGD. Flows in excess of this plant's capacity are conveyed to the County's Joint Water Pollution Control Plant in Carson. Currently, several County sewer trunk lines located within Norwalk are operating above capacity. This condition causes frequent backups in the County lines which in turn causes the City lines that drain into them to back up as well.

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CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

The City of Norwalk has three sewage pump stations which are all being totally rebuilt or rehabilitated. The Curtis and King pump station is complete and operational, and rehabilitation of the Bloomfield/Molette and Harvard/Gridley pump stations are projects stated in the preliminary Capital Improvements Plan. Once the ongoing improvements are finalized, these lift stations are expected to accommodate future flows.

The Norwalk Sewer System evaluation has identified some City sewer facilities that are currently overloaded throughout the City. Some of the sewers are located within the area plans discussed in Section 3. The City owned sewer mains are located in easements between private properties. These sewer mains are difficult to maintain due to limited accessibility, and should be re-located in public streets or alleys.

b. Water Supply

Water service to the City of Norwalk is provided by several purveyors:

- Park Water Company
- Southern California Water Company
- Norwalk Municipal Water System (NMWS)
- Santa Fe Springs Water Company
- County Water Company
- City of Cerritos

Park Water Company and the Southern

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CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

California Water Company supply the majority of Norwalk users.

The Norwalk Water Master Plan has identified several areas in which water service provided by NMWS is not adequate for emergency conditions. In addition, areas served by other water purveyors may have insufficient capability to provide fire service if major redevelopment occurs. To accommodate future growth, it will be necessary to continue to secure water rights and/or to upgrade the transmission and distribution systems to meet future demands and fire flow requirements.

c. Reclaimed Water

The Century Reclamation Project initiated by the Central Basin Municipal Water District (CMBWD) is intended to supply reclaimed water to the City of Norwalk, as well as to the Cities of Santa Fe Springs, Bellflower, Paramount, Lynwood, Southgate and Downey. Reclaimed water for the Century Reclamation Project Area is provided by the Los Coyotes Water Reclamation Plant located in the City of Cerritos. The plant has adequate reclaimed water production and pumping capacity to serve potential users in the project area.

Reclaimed water, which receives advanced tertiary treatment, must meet the high quality standards established by the State of California (California Administrative Code, Title 27). According to the Code, the water can be used for landscape irrigation, recreation areas,

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groundwater recharge and specific food crops.

d. Storm Drainage

Storm drains in the City of Norwalk are primarily under the jurisdiction of the Los Angeles County Department of Public Works, which constructs and maintains storm drain trunk lines that serve large tributary areas. However, some storm drains are under the City's jurisdiction, where the City constructs local systems that feed into the County trunk lines that are turned over to the County for maintenance. Construction and maintenance of the storm drain systems is financed through both Flood Control District bond issue and Flood Control District general funds.

In 1972 the Federal Water Pollution Control Act (also referred to as the Clean Water Act (CWA)) was amended to provide that the discharge of pollutants to waters of the United States from any point source is unlawful, unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) Permit. The 1987 amendments to the CWA added Section 402(p), which establishes a framework for regulating municipal and industrial storm water discharges under the NPDES program. On November 16, 1990, the U.S. Environmental Protection Agency (USEPA) published final regulations that establish requirements for applications for storm water permits for specified categories of industries. The regulations require that discharges of storm water from construction

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CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

activity of five (5) acres or more must be regulated as an industrial activity and covered by a NPDES Permit.

The general NPDES Permit will require discharges associated with construction activity to eliminate or reduce non-storm water discharges to storm water systems, implement a storm water pollution prevention plan, and monitor storm water control structures and pollution prevention measures. This general permit will be implemented and enforced by the nine California Regional Water Quality Control Boards (Regional Water Boards).

Overall, drainage deficient areas should be identified through a comprehensive City-wide drainage study based on the land use designations. Thus, a drainage general plan can be developed.

e. Natural Gas

The Gas Company anticipates that growth in the City of Norwalk can be served from existing mains in the area. Natural gas can be provided without any major impact on overall system capacity or service to existing customers.

The availability of natural gas service is based upon present conditions of gas supply and regulatory policy. As a public entity, The Gas Company is under the jurisdiction of the California Public Utilities Commission. The Gas Company can also be affected by actions of federal regulatory agencies. Should these

The City of Norwalk General Plan
CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

agencies take any action which affects gas supply or the condition under which service is available, gas service will have to be modified to reflect the changed conditions.

f. Electricity

Southern California Edison (SCE) provides electrical service to the City of Norwalk. Existing power tie-ins are considered adequate to meet the demand generated by the current land uses.

SCE will install electrical distribution facilities in response to Norwalk's projected growth. Electrical demand problems are not anticipated. However, should a shortage of energy and/or generating capacity ever occur, SCE will apportion its available supply of electricity among its customers as set forth in Rule No. 14, Shortage of Supply and Interruption of Delivery.

g. Telecommunications Infrastructure: Telephone/Fiber Optics and Cable Television

Telephone service in the City of Norwalk is provided by General Telephone (GTE), and cable television is provided by Charter Cable Television. Currently, the telecommunication infrastructure is adequate to serve the City. Improvements to the system are part of GTE's and Charter's long-term plans, and no problems are anticipated in providing service for future residential developments.

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h. Solid Waste Disposal

In Norwalk, solid waste collection is undertaken by private disposal services and the County conducts periodic hazardous waste collection. Solid Waste from the City of Norwalk can be routed to various landfills, operated by the County Sanitation District and private industry. The choice of which landfill to use is made by the individual haulers serving the City. The closest landfill facility operated by the Sanitation District is Puente Hills Landfill, located approximately 10 miles north of Norwalk. The Spadra Landfill, privately owned and operated and located in Pomona, also serves the City of Norwalk.

Assembly Bill 939 (AB 939) requires cities to meet solid waste reduction goals set by the State. The City is required to reduce solid waste generation by 25% by 1995, and by 50% by the year 2000.

3. Objectives and Policies

a. Placement, Maintenance, and Phasing of Infrastructure

Objectives

- To ensure that public infrastructure improvements are compatible with development.
- To ensure that public infrastructure is upgraded and installed in a timely

The City of Norwalk General Plan
CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

manner to meet usage requirements and maximize cost efficiency.

- To provide street and pedestrian lighting in the City of Norwalk to contribute to the safety of its citizens.

Policies

- Continue to promote existing programs to underground overhead utility lines.
- Encourage infrastructure improvements to be designed to complement the area in which they are located and sited so that they do not adversely impact existing structures.
- Continue to plan for and coordinate the implementation of infrastructure requirements to meet development demands.
- Promote adequate illumination of all streets, alleys, public areas, and areas which are deficient, and maintain lighting fixtures in good working condition.
- Discourage the approval of density bonuses in neighborhoods with inadequate infrastructure, especially in areas with inadequate sewers, water supply, and fire flow.
- Establish mechanisms and fee structures

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CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

which will enable the City of Norwalk to plan for and finance infrastructure improvements in accordance with new developments, and to eliminate deficiencies in the current system, including overloaded and hard to reach mains.

b. Sewer

Objective

- To provide adequate sewer systems to efficiently serve existing and future needs in Norwalk.

Policies

- Expand sewer collection systems to accommodate the needs of existing and planned development.
- Provide maintenance of the sewer systems in a manner that will ensure proper service to existing and new developments.
- Promote water conservation practices to reduce the sewage flows from existing and future developments.
- Promote the use of earthquake-resistant materials and construction design in all utility systems.

c. Water Supply

The City of Norwalk General Plan
CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

Objective

- To provide adequate water supply and delivery systems to meet the demands of new and existing development.

Policies

- Promote water conservation in both City operations and in private development to minimize the need for the development of new water sources and facilities.
- Maintain water distribution systems to ensure proper service to existing and new developments.
- Ensure the provision of adequate fire flow rates in all new development.
- Maintain fire hydrants and ensure adequate water storage capacity to meet fire flow requirements.
- Establish mechanisms and fee structures which will enable the City of Norwalk to plan for and finance infrastructure improvements in accordance with new developments.

d. Reclaimed Water

Objective

- To provide adequate reclaimed water

The City of Norwalk General Plan
CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

supply and delivery systems to meet new and existing needs.

Policies

- Encourage expansion of the Century Reclamation Project to provide reclaimed water distribution in Norwalk.
- Encourage the use of reclaimed water in public facilities such as parks, golf courses and schools.
- Encourage the use of reclaimed water for commercial uses such as nurseries, industrial operations and landscaping.

e. Storm Drainage

Objectives

- To provide adequate storm drainage and flood control infrastructure to efficiently serve existing and future Norwalk residents.
- To reduce storm water pollution.

Policies

- Work with Los Angeles County to ensure maintenance and development of drainage facilities to meet present and future needs.
- Establish mechanisms and fee structures

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CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

to enable the City to plan for and finance infrastructure improvements in accordance with new development.

- Work with the appropriate State and County agencies to reduce water pollution from storm water.

f. Natural Gas

Objectives

- To ensure adequate natural gas service to meet present and future needs of the City.
- To minimize the risks associated with any gas leakage and exposure.

Policies

- Coordinate with The Gas Company in upgrading or adding gas service lines to serve present and future needs of Norwalk.
- Encourage energy conservation in both public and private buildings.

g. Electricity

Objective

- To ensure adequate electricity service to meet present and future needs of Norwalk.

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Policies

- Coordinate with Southern California Edison in upgrading and adding electrical service to serve present and future needs of Norwalk.
- Encourage energy conservation in both public and private buildings.

h. Telecommunications

Objective

- To ensure new and existing development will have necessary telecommunications facilities to serve the citizens and businesses of Norwalk.

Policies

- Encourage the development and expansion of telecommunications systems (including cable television and, as feasible, fiber optics), for purposes of entertainment, education, culture, communication, and other similar purposes.
- Coordinate with General Telephone (GTE) in the maintenance and expansion of telephone and fiber optic service to meet present and future needs of Norwalk.
- Encourage new construction intended to

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be used for professional offices be wired to link with cable, and potentially, fiber optic systems.

I. Solid Waste Management

Objectives

- To provide for the safe and efficient disposal of solid waste.
- To protect the citizens and environment of Norwalk by controlling and limiting toxic waste generation in the City.

Policies

- Comply with the provisions of AB 939 to reduce solid waste.
- Encourage public and private recycling programs.
- Actively promote safe disposal of hazardous wastes.
- Actively participate in regional provisions for solid waste disposal, including material recovery and fuel production.
- Ensure adequate trash removal, installation and maintenance of trash receptacles on streets and in parks, and regular street sweeping.

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CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

- Assist local businesses to identify and implement feasible methods of reducing the use and disposal of hazardous wastes.

4. Implementation Programs

a. Placement and Phasing of Infrastructure

- The City shall require all new developments to install all on-site utilities and connections to distribution systems underground, unless infeasible due to significant environmental or other constraints.
- Require public facilities, such as transformers, utility substations, water storage or pumping facilities and sewer pumping stations, be located, designed and maintained so that noise, light, glare or odors associated with these facilities will not adversely affect nearby land uses. Building and landscaping materials that make these facilities compatible with neighboring properties shall be used.
- Establish a Capital Improvements Program to provide for the phasing and financing of capital and infrastructure improvements. This program could include the implementation of development fees, a community facilities district (Mello-Roos District), a special assessment district, an infrastructure

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CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

financing district, or property tax increment financing.

b. Sewer

- The City shall continue to enforce ordinances which promote water conservation in existing facilities and new developments.
- The City shall cooperate with studies to evaluate the feasibility of incorporating wastewater recycling systems within new developments, using recycled grey water for landscape irrigation and other purposes.
- The City shall cooperate with L.A. County Sanitation District to enforce appropriate industrial pre-treatment standards and source control for toxic materials entering the sewer system.
- Continue a program to evaluate the City's existing sewerage system, including: gravity sewer mains, pump stations and force mains, to ascertain existing and future trouble spots, remaining capacities and improvements which are required.
- Develop a working program with the County of Los Angeles to have trunk facilities upsized or paralleled to meet Norwalk's current future needs.

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CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

- Create sewer base maps with lateral, siphon and other detailed information. A GIS format should be considered.
- Establish a sewer preventive maintenance program.

c. Water Supply

- Work with the City's water purveyors to continue to provide water service and maintenance of water system facilities, as well as the integration of water master plans, as necessary.
- Continue to enforce ordinances which promote water conservation in existing and new developments.
- Establish a Capital Improvements Program to provide for the phasing and financing of capital and infrastructure improvements as necessitated by proper maintenance and future growth. This program could include the implementation of development fees, a community facilities district (Mello-Roos District), a special assessment district, an infrastructure financing district, or property tax increment financing.

d. Reclaimed Water

- Work with the City's water purveyors to establish the use of reclaimed waster where feasible.

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- Initiate preliminary engineering and cost feasibility studies to evaluate costs to retrofit City water users to accommodate reclaimed water.
- Continue to investigate loans from CBMWD for retrofitting irrigation systems to reclaimed water.

e. Storm Drainage

- Develop a Master Plan for maintenance and development of drainage facilities.
- Establish a Capital Improvements Program to provide for the phasing and financing of capital and infrastructure improvements as necessitated by proper maintenance and future growth. This program could include the implementation of development fees, a community facilities district (Mello-Roos District), a special assessment district, an infrastructure financing district, or property tax increment financing.
- Inform developers of projects about the possible need for an NPDES permit.

f. Natural Gas

- Check new building projects for compliance with the State Energy Conservation Standards (Title 24, California State Administrative Code).

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- Establish a structure by which the City can coordinate with the Gas Company on the maintenance and expansion of natural gas systems.
- Disseminate information to the community on practical ways to conserve energy.
- Disseminate information to the community on the potential risk of methane gas leakage and available mitigation measures.
- Formulate and maintain police, fire, evacuation, hospitalization, and recovery programs in response to a natural gas leakage and/or explosion.

g. Electricity

- Establish a structure by which the City can coordinate with Southern California Edison on the maintenance and expansion of electrical systems.
- Check new building projects for compliance with the State Energy Conservation Standards (Title 24, California State Administrative Code).
- Disseminate information to the community on practical ways to conserve energy.

h. Telecommunications

The City of Norwalk General Plan
CITYWIDE ELEMENTS - UTILITY INFRASTRUCTURE

- Monitor cable services in the City of Norwalk for their performance and responsiveness to community needs.
- Establish a mechanism with General Telephone (GTE) to coordinate the maintenance and expansion of telephone and fiber optic services to meet present and future needs of Norwalk.
- Encourage and require to the maximum extent possible the installation of fiber optic lines during underground utility projects.

I. Solid Waste Management

- The City shall continue to require mandatory garbage collection throughout the City.
- The City shall monitor the operations of garbage collection contractors to determine if service levels are adequate.
- Continue to participate in the Los Angeles County household hazardous waste collection program.
- Develop programs of public education for safe disposal of hazardous waste.
- The City will continue to implement its Source Reduction and Recycling and Household Hazardous Waste programs, in response to Assembly Bill 939.

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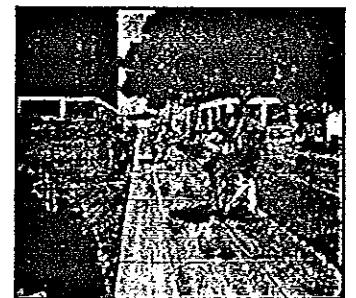


MAPS AND EXHIBITS
*The City of Norwalk
General Plan*

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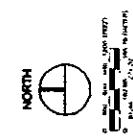
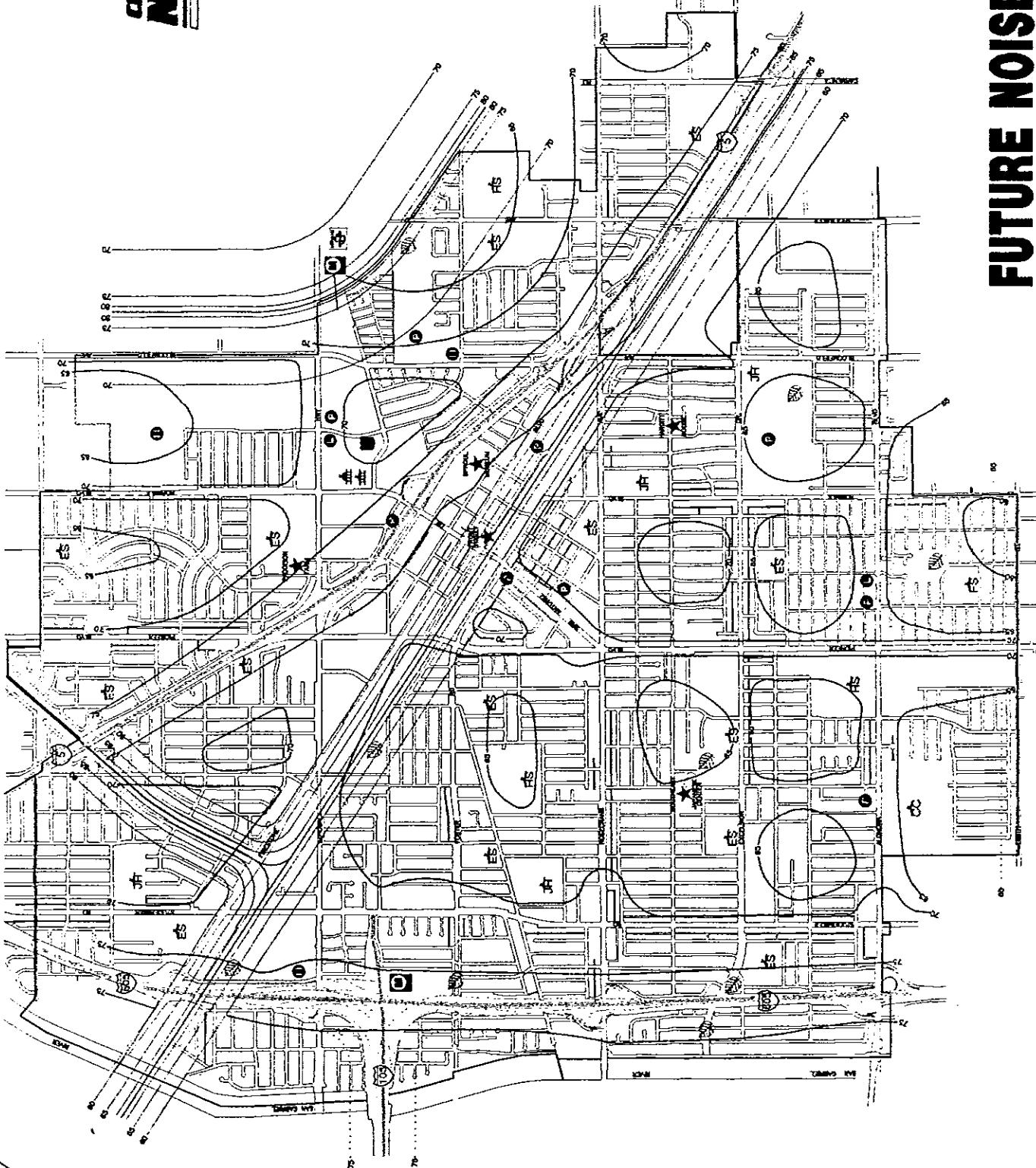
MAPS AND EXHIBITS
*The City of Norwalk
General Plan*

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FUTURE NOISE CONTOURS



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EXISTING NOISE CONTOURS

Map prepared by the City of Norwalk, California
City of Norwalk, City Hall, 1000 Main Street, Suite 100
Norwalk, CA 90650-2500 (310) 830-4300

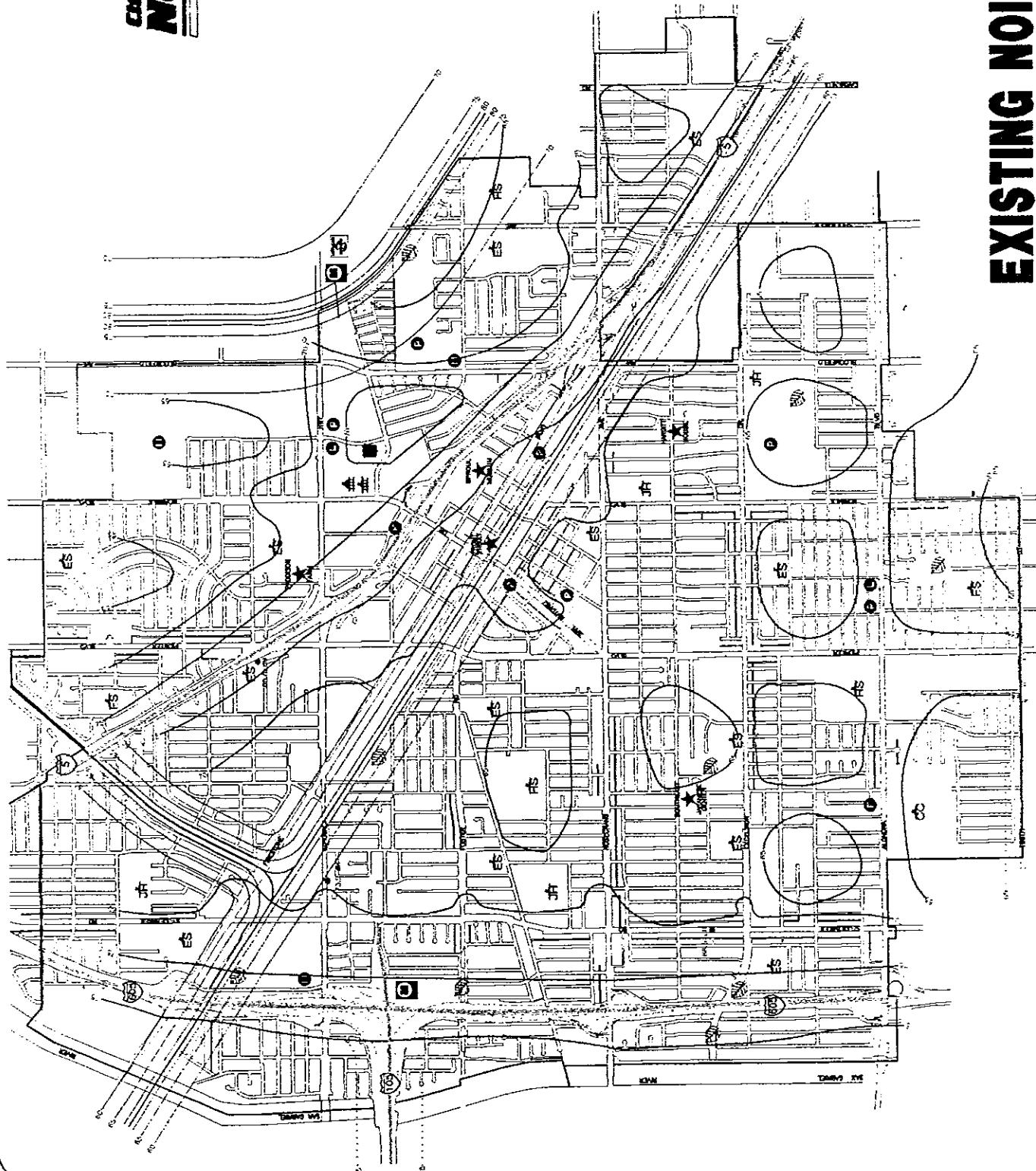


NOISE LEGEND

- TRAFFIC NOISE CONTOURS CNEL
- RAILROAD NOISE CONTOURS CNEL
- MEASURED NOISE LEVELS CNEL

LEGEND

- | | |
|----------------------|----------------------------|
| ● FIRE STATION | ● HEALTH CENTER |
| ● COURT HOUSE | ● OTHER PUBLIC FACILITY |
| ● POLICE / SHERIFF | ● PARK |
| ● COMMUNITY COLLEGE | ● LIBRARY |
| ● HIGH SCHOOL | ★ HISTORIC / CULTURAL SITE |
| ● JUNIOR HIGH SCHOOL | ■ TRANSPORTATION CENTER |
| ● ELEMENTARY SCHOOL | — TRANSPORTATION CORRIDOR |



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GENERAL PLAN LAND USE MAP

Map 1 of 10 | Page 1 of 10 | Date: 10/10/2014 | File: GPMAP1.Dwg

LEGEND

| | |
|--------------------|----------------------------|
| CITY HALL | ● FIRE STATION |
| COURT HOUSE | ● HEALTH CENTER |
| POLICE / SHERIFF | ● OTHER PUBLIC FACILITY |
| COMMUNITY COLLEGE | ● PARK |
| HIGH SCHOOL | ● LIBRARY |
| JUNIOR HIGH SCHOOL | ★ HISTORIC / CULTURAL SITE |
| ELEMENTARY SCHOOL | ■ TRANSPORTATION CENTER |
| | □ TRANSPORTATION CORRIDOR |

OTHER USES

| |
|---|
| OPEN SPACE/SCHOOLS / PUBLIC FACILITIES |
| SPECIFIC PLAN AREA / PLANNED UNIT DEVELOPMENT |
| INSTITUTIONAL |

INDUSTRIAL USES

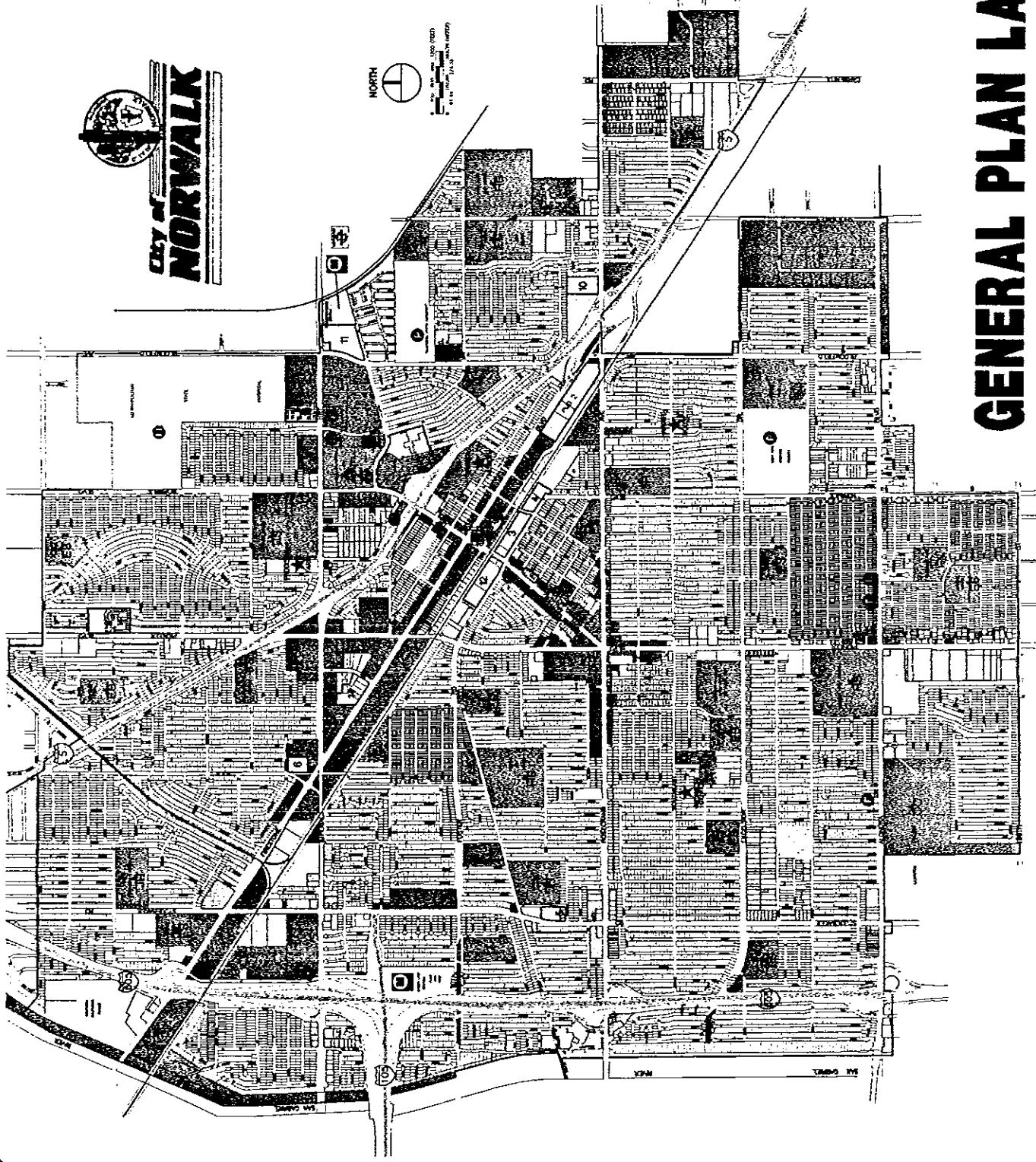
| |
|------------------|
| LIGHT INDUSTRIAL |
| HEAVY INDUSTRIAL |

COMMERCIAL USES

| |
|-------------------------|
| NEIGHBORHOOD COMMERCIAL |
| PROFESSIONAL OFFICES |
| GENERAL COMMERCIAL |

RESIDENTIAL USES

| |
|----------------------------|
| LOW DENSITY RESIDENTIAL |
| MEDIUM DENSITY RESIDENTIAL |
| HIGH DENSITY RESIDENTIAL |



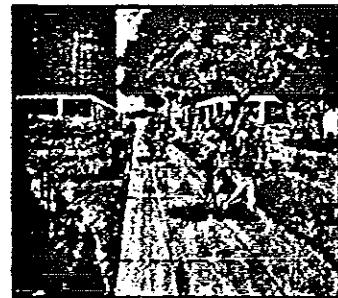
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RESOLUTIONS
The City of Norwalk
General Plan

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**NORWALK CITY COUNCIL
RESOLUTION NO. 4393**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
NORWALK SETTING FORTH ITS FINDING OF FACT,
ADOPTING A MITIGATED NEGATIVE DECLARATION,
AND APPROVING THE COMPREHENSIVE GENERAL
PLAN UPDATE**

WHEREAS, Section 65300 *et seq.* of the California Government Code authorizes cities and counties to prepare long-range, comprehensive policy documents referred to as general plans; and

WHEREAS, the last substantial revision of the City of Norwalk General Plan was completed in 1987; and

WHEREAS, the City Council has determined that the existing General Plan must be revised to adequately address issues related to the current and future social, physical, and economic environment in the City of Norwalk; and

WHEREAS, the City Council finds that amendments to the General Plan are necessary for the public health, safety, and general welfare; and

WHEREAS, the City of Norwalk Planning Commission determined, on the basis of an initial study/environmental assessment, that a Mitigated Negative Declaration should be prepared in accordance with the California Environmental Quality Act; and

WHEREAS, the City Council and Planning Commission held a joint meeting on October 27, 1993 to discuss issues related to the General Plan; and

WHEREAS, the Planning Commission conducted public study sessions and/or neighborhood meetings on the General Plan on the following dates:

| | |
|-------------------|-------------------|
| November 10, 1993 | February 22, 1995 |
| December 1, 1993 | March 1, 1995 |
| December 15, 1993 | March 29, 1995 |
| January 12, 1994 | April 19, 1995 |
| January 19, 1994 | May 3, 1995 |
| January 26, 1994 | May 17, 1995 |
| August 3, 1994 | May 31, 1995 |
| August 10, 1994 | June 7, 1995 |
| September 7, 1994 | July 5, 1995 |
| October 26, 1994 | July 19, 1995 |
| December 14, 1994 | August 16, 1995 |

WHEREAS, public notice was given to each property owner, whose property may be affected by proposed changes to the Land Use Map, on November 28, 1995, for the Planning Commission public hearing, and on February 6, 1996, for the City Council public hearing; and

WHEREAS, a draft copy of the General Plan was prepared, circulated and placed in the Norwalk Regional Library, Alondra Library, the City of Norwalk Social Services Center and City Hall on November 30, 1995, so that changes could be made in response to comments; and

WHEREAS, a Mitigated Negative Declaration was circulated for public review for a 20-day period, beginning December 3, 1995 and ending December 23, 1995, and a public notice of availability was published in the Tribune and Press Telegram on December 1, 1995 and the Herald American on December 7, 1995, and posted in the Norwalk Regional Library, Alondra Library, and the City of Norwalk Social Services Center on November 28, 1995 and the City of Norwalk City Hall on November 30, 1995; and

WHEREAS, the Planning Commission conducted public hearings for the General Plan and Mitigated Negative Declaration on December 13, 1995, January 10, 1996, and January 24, 1996; and

WHEREAS, the City Council has considered Resolution No. 95-30, which is the written recommendation of the Planning Commission prepared pursuant to Section 65354 of the California Government Code; and

WHEREAS, the City Council has considered written comments prepared by the State of California Department of Conservation Division of Mines and Geology, State of California Office of Emergency Services, and the State of California Department of Housing and Community Development; and

WHEREAS, the City Council conducted a public hearing on February 29, 1996; and

WHEREAS, public notice was duly given pursuant to Section 65353 of the California Government Code.

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

Section 1.

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 and that the City Council has considered, to the best of its ability, all public testimony and all relevant information provided to it; and that the General Plan adopted by this resolution represents its best effort to accommodate the diverse needs of residents, property owners, and social and economic components of the City's population and workforce.

Section 2.

The General Plan contains goals, policies, objectives, and implementation measures that will improve the public health, safety, and general welfare and improve the social, physical, and economic environment of the City of Norwalk.

Section 3.

The General Plan update and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies.

Section 4.

Significant impacts on the environment may occur as a result of the General Plan update; however, mitigation measures have been incorporated into the General Plan which will reduce those impacts below a level of significance and, therefore, a Mitigated Negative Declaration shall be adopted. The City Council also hereby finds that the proposed project will be de minimis in its effect on fish and wildlife.

Section 5.

Every reasonable effort has been made to incorporate recent legislation, and state and areawide planning policies into the General Plan.

Section 6.

The City Council hereby finds and determines that goals, policies, objectives, and implementation measures have been crafted to adequately address and meet every identified need in the Housing Element, and the Housing Element is consistent with all requirements of State law. The City Council further finds that the Housing Element has been substantially revised to incorporate comments from the State of California Department of Housing and Community Development (HCD).

Section 7.

The City Council finds that the Housing Element was not revised to address Comment No. D.3. of the Appendix to correspondence received from HCD, dated November 17, 1995, for the following reasons:

- a. HCD has requested additional detail in the goals, objectives, policies, and implementation measures, although the City has provided for the maximum that is feasible to meet the identified housing needs in satisfaction of all requirements of State law; and
- b. The City has developed specific housing objectives in the Housing Element for very low, low, moderate, and above moderate income households in the form requested by HCD, which represent specific commitments; and
- c. The City has provided specific commitment in the Housing Element to produce approximately 200 new low to moderate income housing units through redevelopment set-aside funds.

Section 8.

The City Council hereby directs the Community Development Department, Planning Division, to transmit one copy of the approved General Plan to each state, regional, and county agency listed in Section 65357(a) of the California Government Code.

Section 9.

The City Council hereby directs the Community Development Department, Planning Division, to begin the preparation of revised zoning, subdivision, and other ordinances necessary to implement the new General Plan. The City Council anticipates that pending adoption of such ordinances, persons may apply for land use or development permits requiring a finding of consistency with both the General Plan and zoning regulations. Applicants for such permits in areas where zoning regulations are inconsistent with General Plan regulations shall apply for modifications to applicable provisions of the Zoning Ordinance to bring it into conformity with the General Plan. No land use or development permit shall be approved until such modifications are adopted.

Section 10.

The City Council hereby directs the Community Development Department, Planning Division, to maintain copies of the General Plan available for public review. The Director of Community Development is authorized to make clerical corrections to the General Plan.

Section 11.

The City Council hereby finds, determines, and declares that the adopted, revised comprehensive general plan represents the City of Norwalk's official adopted policy for land use and development. In the event that the General Plan is found to conflict with any City of Norwalk statute, ordinance, policy, rule, regulation, action, or guideline, it is the intent of the City Council that the General Plan shall have precedence.

Section 12.

The City Council hereby finds and declares that adoption of this General Plan provides no vested rights with respect to any preceding General Plan or Zoning Ordinance, to any owner of property not expressly protected by an existing development agreement reviewed and approved by the City Council prior to February 29, 1996.

Section 13.

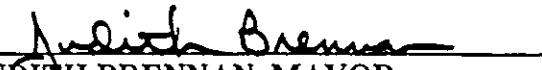
The City Council hereby finds and declares that it has adopted this General Plan in its entirety. In the event that any court of competent jurisdiction declares any part of this General Plan to be null and void, the remaining portions shall remain in full force and effect. The City Council declares that it adopted this General Plan as if it had adopted each phrase, sentence, element, map, graphic, and section thereof separately.

Section 14.

The Mayor shall sign, and the City Clerk shall certify to the passage and adoption of this Resolution, and thereupon shall take effect and be in full force.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Norwalk, State of California, that the General Plan, including the text, graphics, and maps, and a Mitigated Negative Declaration be hereby approved.

APPROVED AND ADOPTED BY THE NORWALK CITY COUNCIL on this 29th day of February, 1996.



JUDITH BRENNAN, MAYOR
CITY OF NORWALK

ATTEST:



ROSEMARY SHANNON, CITY CLERK
CITY OF NORWALK

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)
CITY OF NORWALK) ss.
CITY COUNCIL)

I, Rosemary C. Shannon, City Clerk of the City of Norwalk, California, DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 4393 has been duly signed by the Mayor, and attested by the City Clerk, all at an adjourned regular meeting of the Norwalk City Council, held February 29, 1996, and that same was approved and adopted by the following vote to wit:

AYES: COUNCILMEMBERS LUERA, MENDEZ, STEFENHAGEN, ZIMMERMAN,
 BRENNAN

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

Dated this 29th day of February, 1996.

Rosemary C. Shannon
ROSEMARY C. SHANNON
CITY CLERK
CITY OF NORWALK

When filed mail to:
Office of the City Clerk
City of Norwalk
12700 Norwalk Boulevard
Norwalk, California 90650

MITIGATED NEGATIVE DECLARATION
City of Norwalk General Plan Update

A. Description of Project:

The General Plan sets forth the goals, policies, and programs for the future growth and development of all land within the boundaries of the City of Norwalk, located in the County of Los Angeles. The following elements are included in the General Plan: Circulation, Community Design, Conservation, Educational and Cultural Resources, Housing, Land Use, Noise, Open Space, and Safety. The proposed General Plan also includes area plans for the City Centre, San Antonio Village, and Firestone Boulevard areas. Opportunity and Special Site Studies are also proposed for Orange County Nursery Site, California Youth Authority, Metropolitan State Hospital, the Defense Fuel Supply Point, and the I-105/I-605 Node. Land use changes proposed with the General Plan update may affect the permitted uses or permitted intensity of use of property within the City of Norwalk. No specific development is proposed as a part of the General Plan update process.

B. Location of Project and Name of Applicant:

The General Plan sets forth the goals, policies, and programs for the future growth and development of all land within the boundaries of the City of Norwalk, located in the County of Los Angeles, encompassing approximately 9.35 square miles of land area. The applicant for this project is the City of Norwalk.

C. Environmental Determination:

Pursuant to the California Environmental Quality Act (CEQA), the City Council of the City of Norwalk, acting as the Lead Agency, has reviewed the initial study/environmental assessment, comments received during the public review period, and the recommendation of the Planning Commission for the aforementioned project. It has been determined that the proposed project could have a significant effect on the environment; however, the proposed project will

Mitigated Negative Declaration

not have a significant effect in this case because mitigation measures have been incorporated into the project that will reduce all impacts to a level below significance. Hence, the following mandatory findings of significance are hereby made:

1. The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range or rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory; and
2. The project does not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals; and
3. The project does not have impacts that are individually limited, but cumulatively considerable; and
4. The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly; and
5. No Environmental Impact Report (EIR) need be prepared; and
6. A Mitigated Negative Declaration is appropriate.

D. Preparation of Mitigated Negative Declaration:

The Initial Study was prepared by the City of Norwalk Community Development staff.

E. Mitigation Measures:

All mitigation measures identified in the attached Initial Study/Environmental Assessment, Section 4, shall be incorporated into the proposed project.

Initial Study/Environmental Assessment
for the
City of Norwalk
General Plan Update



Prepared by:
City of Norwalk
Community Development Department
Planning Division

November 22, 1995

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The City of Norwalk General Plan
**INITIAL STUDY/
ENVIRONMENTAL ASSESSMENT**

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SECTION 4

MITIGATION MEASURES 48

SECTION I SUMMARY

Introduction

For any project that is not exempt from environmental review, the California Environmental Quality Act (CEQA) Guidelines requires the preparation of an Initial Study to determine if a project may have a "significant effect on the environment"¹. An Initial Study must contain, in brief form:

- A description of the project including the project location;
- An identification of the environmental setting;
- An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- A discussion of ways to mitigate the significant effects identified, if any;
- An examination of whether the proposed project would be consistent with existing zoning, plans, and other applicable land use controls;
- The name of the person or persons who prepared or participated in the Initial Study.

This Initial Study serves as a basis for deciding whether to prepare an Environmental Impact Report or a Negative Declaration. After completing an Initial Study, one of the following may occur:

- If the Initial Study shows that there is no substantial evidence that the project may have a significant effect on the environment, then a Negative Declaration

¹ Pursuant to Section 21068 of the Public Resources Code, a "significant effect on the environment" shall mean a substantial, or potentially substantial, adverse change in the environment. Section 15064(b) of the State CEQA Guidelines further states that, "The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An ironclad definition of significant effect is not possible because the significance of an activity may vary with the setting. For example, an activity which may not be significant in an urban area may be significant in a rural area".

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- may be prepared.
- If the Initial Study identified potentially significant effects, a Mitigated Negative Declaration may be prepared, provided that:
 - Revisions in the project, before the proposed Negative Declaration is released for public review, would avoid the effects, or mitigate the effects to a point where clearly no significant effects would occur, and
 - There is no substantial evidence before the agency that the project as revised may have a significant effect in the environment.
- If the Initial Study indicates that there is substantial evidence that a project may have a significant effect on the environment, a Draft EIR shall be prepared.

Summary of Findings

Based on the information and data contained within this Initial Study, the City of Norwalk has determined that the proposed General Plan Update will have potentially significant effects. However, a Mitigated Negative Declaration has been prepared, since:

- Revisions in the project have been developed to mitigate the effects to a point where clearly no significant effects would occur, and
- There is no substantial evidence before the agency that the project, as revised, may have a significant effect on the environment.

A description of the project, and its location are provided in Section 2. The analyses, in support of the above finding, are contained within Section 3 of this document and, finally, the proposed Mitigation Measures are listed in Section 4.

SECTION 2 PROJECT DESCRIPTION

The following identifies the location and environmental setting of the proposed project, and provides a description of the proposed project

1. Project Location

The City of Norwalk is located in southeast Los Angeles County, and is surrounded by the cities of Downey and Santa Fe Springs to the north, Artesia and Cerritos to the south, Bellflower to the west, and La Mirada to the east.

The City of Norwalk is accessible from several major transportation routes, including the I-5, I-605, and Route 105 freeways, and the MetroLink Commuter Rail System.



Location Map of the City of Norwalk

The project area consists of all land within the boundaries of the City of Norwalk, encompassing approximately 9.35 square miles of land area.

2. Environmental Setting

The City of Norwalk is located within a 6,600 square mile coastal plain, bounded by the Pacific Ocean to the southwest and mountains around the rest of its perimeter, situated in a semi-permanent high pressure zone of the eastern Pacific, resulting in sea breezes with light average wind speeds. The City of Norwalk is relatively flat, with no significant slopes or unstable soil conditions.

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Wind speed and direction is monitored in the City of La Habra, where winds blow from the west to the southwest about 36 percent of the time with mean wind speeds of 4.1 to 5.1 miles per hour (mph). Winds blow from the east-northeast about 31 percent of the time, with mean wind speeds of 1.8 to 2.3 mph. Southerly winds with mean wind speeds between 3.2 and 5.2 mph blow about 17 percent of the time. Northerly winds with mean wind speeds between 1.6 and 2.6 mph blow about 5 percent of the time. The average annual ambient air temperature in the Los Angeles region is 65 degrees Fahrenheit. Ninety percent of the annual rainfall occurs from November to April. In downtown Los Angeles, average annual rainfall is about 14.9 inches, with a maximum of 31.3 inches and a minimum of 4.1 inches measured over an 83 year period.

The City of Norwalk is a built-out City, located within a highly urbanized setting. With limited amounts of vacant, undeveloped land, the City of Norwalk has a relatively limited growth potential. New development activity will occur in the form of infill development, where previous development had existed, and infrastructure and services had also been provided.

3. Project Description

The Norwalk General Plan articulates a vision that gives direction to the long-range development of the City, and serves as a stimulus and guide to future public and private decisions. The General Plan is a policy document which represents the official statement of the City of Norwalk regarding the development needed to achieve its social, physical, and economic goals. Although it is comprised of individual sections, each dealing with a particular area of planning concern, the General Plan embodies a comprehensive approach in which the total range of urban concerns and issues are treated in an integrated manner. The General Plan is intended to be a framework for more detailed plans, or for making incremental development and plan implementation decisions. The four principal components of the General Plan are described as follows:

a. Vision Norwalk

Vision Norwalk is a preamble to the General Plan, which provides a "big picture" concept of the future direction of the City. Vision Norwalk

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declares the general intent of the City toward its future long-range development and prosperity. Vision Norwalk provides broad direction for the City's evolution, and is intended to serve as a reference for future decisions.

b. Area Plans

Area Plans have been developed for specific geographic areas of the City which are likely to play a significant role in the City's future. Due to the changing needs and forces acting upon them, these areas are in need of more focused planning solutions and strategies.

It should be noted that Area Plans are planning policy documents that are part of the General Plan. However, an Area Plan need not address each of the General Plan's required elements, as long as the General Plan already satisfies these requirements through the Citywide elements.

For each of the Area Plans, a "vision" is presented of what that area could become. This is followed by a discussion of the economic development concept, the designated land uses, the urban design concept, existing historic and cultural resources, circulation, infrastructure, and, finally, a discussion of the Plan's objectives, policies and implementation programs.

c. Opportunity and Special Site Studies

Opportunity and Special Site Studies are similar to Area Plans, except that they generally encompass specific sites or smaller geographic areas. For each Special Site Study, there is a discussion of the underlying issues and opportunities, recommended land uses, objectives and policies, and implementation programs.

d. Citywide Elements

The Citywide elements include the seven elements required by the State, as well as three optional elements. Once adopted, an optional element becomes an integral part of the General Plan. It has the same force and

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effect as the mandatory elements, and must be consistent with the other elements. The Citywide elements included in the General Plan are summarized as follows:

- **Land Use** - The Land Use Element designates the general distribution and intensity of uses of the land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses. The Land Use Element also establishes standards of population density as well as the building intensity for the various land uses identified.
- **Circulation**- The Circulation Element is correlated with the Land Use Element, and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public transit facilities.
- **Housing**- The Housing Element is a comprehensive assessment of current and projected housing needs for all segments of the community, and all economic groups. In addition, it embodies policy for providing adequate housing and includes action programs for this purpose.
- **Conservation** - The Conservation Element addresses the conservation, development and use of natural resources such as water, forests, soils, rivers, and mineral deposits.
- **Open Space** - The Open Space Element details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety.
- **Noise**- The Noise Element identifies and appraises noise problems within the community, and helps to guide land use decisions.
- **Safety** - The Safety Element establishes policies and programs to protect the community from risks associated with seismic, geologic,

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flood, fire, and other urban hazards.

- **Community Design** - The Community Design Element explores issues related to the visual environment. Whereas the majority of General Plan elements focus on functional design issues, this element establishes that the City is also concerned with the aesthetic form of development.
- **Educational and Cultural Resources** - The Educational and Cultural Resources Element is an assessment of the educational and cultural resources of Norwalk. It provides policies for the preservation and enhancement of these resources.
- **Utility Infrastructure** - The Utility Infrastructure Element addresses the issues related to the City's infrastructure capacity, and establishes policies for the maintenance of existing facilities and the provision of new facilities.

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SECTION 3 ENVIRONMENTAL ANALYSES

The following is a listing of questions related to potential environmental impacts, followed by responses to how each question relates to the proposed City of Norwalk General Plan Update (hereinafter sometimes referred to as "project"). Under the existing General Plan, the City of Norwalk reached a population of 97,959 persons in 1995, growing at a 15-year rate of 14.9% between 1980 and 1995. The proposed General Plan contemplates a projected population increase to 105,794 persons by 2010, which represents an 8% 15-year increase between 1995-2010. Supplementary Document G of the State CEQA Guidelines states that a project will normally have a significant effect on the environment if it will, "induce substantial growth or concentration of population". Since the projected 15-year increase is 6.9% lower than the previous 15-year growth rate, the proposed General Plan does not induce substantial growth.

In addition, since the proposed General Plan proposes a substantially lower growth potential, reducing the maximum residential buildout potential by 16.6% as an example, it is clearly an environmentally superior alternative to the existing General Plan. Furthermore, the proposed General Plan includes new goals, policies, objectives, and implementation measures which are designed to improve the City's existing environmental condition, as well as minimize future adverse impacts.

Based on the foregoing, and the analyses contained hereinbelow, the proposed project would not constitute a significant effect as described in the State CEQA Guidelines. These guidelines state that a project will normally have a significant effect on the environment if it will:

- Conflict with adopted environmental plans and goals of the community where it is located;
- Have a substantial, demonstrable negative aesthetic effect;
- Substantially affect a rare or endangered species of animal or plant or the habitat of the species;
- Interfere substantially with the movement of any resident or migratory fish or wildlife species;

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- Breach published national, state, or local standards relating to solid waste or litter control;
- Substantially degrade water quality;
- Contaminate a public water supply;
- Substantially degrade or deplete ground water resources;
- Interfere substantially with ground water recharge;
- Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study;
- Induce substantial growth or concentration of population;
- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system;
- Displace a large number of people;
- Encourage activities which result in the use of large amounts of fuel, water, or energy;
- Use fuel, water, or energy in a wasteful manner;
- Increase substantially the ambient noise levels for adjoining areas;
- Cause substantial flooding, erosion or siltation;
- Expose people or structures to major geologic hazards;
- Extend a sewer trunk line with capacity to serve new development;
- Substantially diminish habitat for fish, wildlife or plants;
- Disrupt or divide the physical arrangement of an established community;
- Create a potential public health hazard or involve the use, production or disposal of mate which pose a hazard to people or animal or plant populations in the area affected;
- Conflict with established recreational, educational, religious or scientific uses of the area;
- Violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations;
- Convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land;
- Interfere with emergency response plans or emergency evacuation plans.

The discussion below substantiates the lack of significant effects, or that adequate mitigation can reduce potential impacts below a level of significance. The analysis is

based on a comparison of existing development and the existing physical condition of the City with development projected under the proposed General Plan.

1. EARTH. Will the proposal result in:

a) Unstable earth conditions or in changes in geologic substructures?

No. Past development in the City of Norwalk has not revealed the existence of unstable earth conditions or in changes in geologic substructures. As a built out City, situated on relatively flat land, new development is not anticipated to change this pattern. Soil studies for other previous projects do not indicate the presence of special soil problems within the City.

Source: City of Norwalk Community Development Department, Building and Safety Division; Soil Studies for development in the City of Norwalk.

b) Disruptions, displacements, compaction or overcovering of the soil?

Yes, but the level of impact will be insignificant. Grading and excavation activities will occur as part of site preparation for new development envisioned under the Land Use Element. Quantification of the amount of soil to be graded would not be possible as the specifications and duration of grading activities are not known. Through the development review process, however, particularly drainage plan check, grading practices have been, and will continue to be, monitored to minimize erosion and otherwise ensure a minimal impact on the environment.

Source: City of Norwalk Community Development Department; Building and Safety and Engineering Divisions; Soil Studies for development in the City of Norwalk.

c) Change in topography or ground surface relief features?

Yes, but the level of impact will be insignificant. The City of Norwalk is located on a relatively flat slope of land. Grading for development may

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slightly alter the ground surface; but, in a flat, urbanized area such as the City of Norwalk, the change is negligible. The proposed General Plan does not contain goals, policies, objectives or implementation measures which would otherwise significantly alter topography or ground surface relief.

Source: Field Survey by City of Norwalk Community Development Department staff.

- d) The destruction, covering or modification of any unique geologic or physical features?**

No. The City of Norwalk is a built-out, highly urbanized area with no significant nor unique geologic formations, rock outcroppings, or other physical features existing within its boundaries. Therefore, no destruction, covering or modification to such resources could occur.

Source: Field Survey by City of Norwalk Community Development Department staff.

- e) Any increase in wind or water erosion of soils, either on or off the site?**

Yes, but the level of impact will be insignificant. As an urbanized area, a substantial portion of the City of Norwalk is paved. During construction, however, the potential does exist for fugitive dust emissions to erode soils. The impact, however, will be minimal, short-term, and will not result in an increase in existing erosion rates. Nonetheless, compliance with requirements of the South Coast Air Quality Management District related to watering construction sites, and adoption of conditions of approval during the development review process for projects with significant grading activities or excavation will provide other assurances that all impacts will be at a level of significance.

Source: South Coast Air Quality Management District CEQA Air Quality Handbook

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- f) Changes in deposition or erosion of beachsands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?

No. The City of Norwalk is located within a completely urbanized area and is not located near the shoreline or other body of water. Only the San Gabriel River is located adjacent to the City. Any development within the City of Norwalk will not cause any change in the San Gabriel River, which is a concrete river channel.

Source: City of Norwalk Aerial Maps, 1989.

- g) Exposure of people or property to geologic hazards, such as earthquakes, landslides, mudslides, ground failure, or similar hazards?

Yes, but mitigation will reduce the impact below a level of significance. The City of Norwalk is located within a seismically active region. New development will be subject to groundshaking hazards associated with earthquake events on active faults and other faults throughout the region. Thus, persons occupying new developments will be exposed to geologic hazards. Through the implementation of building codes, the City of Norwalk can reduce the exposure of persons to geologic hazards to the greatest extent possible. The Safety Element provides for additional policies which are specifically intended to reduce the risk of geologic hazards and, in this way, this impact will be mitigated below a level of significance.

Source: City of Norwalk Community Development Department, Building and Safety Division; City of Norwalk Building Code

2. AIR. Will the proposal result in:

- a) Substantial air emissions or deterioration of ambient air quality?

Yes, but mitigation will reduce the impact below a level of significance.

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New development within the City can result in an increase in air pollution from stationary (area or point) sources and mobile (on or off-road) sources. Emission sources include industries, power plants, motor vehicle traffic, and electrical power and natural gas consumption.

Based on the guidelines provided in the South Coast Air Quality Management District CEQA Air Quality Handbook, the proposed General Plan would permit new development in a quantity that would cumulatively constitute a significant effect. This effect, however, can be mitigated below a level of significance.

Under the existing General Plan, the City of Norwalk reached a population of 97,959 persons in 1995, growing at a 15-year rate of 14.9% between 1980 and 1995. The proposed General Plan contemplates a projected population increase to 105,794 persons by 2010, which represents an 8% 15-year increase between 1995-2010. Supplementary Document G of the State CEQA Guidelines states that a project will normally have a significant effect on the environment if it will, "Violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations". With the projected 15-year increase being 6.9% lower than the previous 15-year growth rate, the proposed General Plan does not induce substantial growth and, thus, would not contribute substantially to an existing or projected air quality violation. The County of Los Angeles, overall, does violate certain air standards. The General Plan update strives to improve the air quality environment of the City of Norwalk, through the Conservation Element. Thus, the proposed project would result in improved environmental conditions from the existing condition of the City, and would not constitute a significant effect.

Also, the fact that the proposed General Plan will result in less growth than the existing General Plan, thereby resulting in less effects on air quality, must also be considered. For example, maximum theoretical residential buildout under the proposed General Plan will permit 6,980 fewer housing units (-16.6%) than the existing General Plan. Although acreage for commercial uses will be increased slightly by 1.6%, the acreage for office

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uses will be reduced by 20% and industrial uses by 16.2%. This lower growth potential, resulting from the creation of a new Open Space/Schools/Recreational Facilities land use designation, will reduce the potential for new stationary sources (residential housing units are the largest consumers of natural gas, which indirectly contributes to air pollution) and mobile sources (reduced development potential will result in a lower potential for vehicle trips and vehicle miles traveled).

To mitigate any potential impacts to air quality, the City should: continue to support regulations of the South Coast Air Quality Management District; improve traffic conditions within the community; encourage pedestrian and alternative modes of transportation; implement provisions of the Transportation Demand Management Ordinance; continue implementation of the County of Los Angeles Congestion Management Program; and adopt mitigation measures through the CEQA process related to air quality for new projects that will reasonably and effectively reduce impacts to air resources. These mitigation measures would, especially in light of the reduced growth envisioned by the General Plan, reduce any negative air quality impacts below a level of significance.

Source: South Coast Air Quality Management District CEQA Air Quality Handbook

b) The creation of objectionable odors?

Yes, but the impact can be mitigated below a level of significance. Future development, particularly industrial and commercial, may create odors related to the storage, handling, or processing of certain materials. The Land Use Element of the General Plan requires compatibility between existing and future development and land uses. Through land use and development review processes, projects that have the potential to create objectionable odors can be mitigated below a level of significance. However, to ensure that the proper regulatory framework exists, the Zoning Ordinance should be reviewed.

Source: City of Norwalk Community Development Department, Planning

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- c) Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?

No. Wind speed and direction is monitored in the City of La Habra, where winds blow from the west to the southwest about 36 percent of the time with mean wind speeds of 4.1 to 5.1 miles per hour (mph). Winds blow from the east-northeast about 31 percent of the time, with mean wind speeds of 1.8 to 2.3 mph. Southerly winds with mean wind speeds between 3.2 and 5.2 mph blow about 17 percent of the time. Northerly winds with mean wind speeds between 1.6 and 2.6 mph blow about 5 percent of the time. The average annual ambient air temperature in the Los Angeles region is 65 degrees Fahrenheit. Generally, air movement can not be altered unless a significant grouping of structures serves as a wind barrier. In addition to architectural and environmental review processes, the City of Norwalk General Plan does not include policies that will result in a significant concentration of high-rise structures that would alter air movement.

Source: South Coast Air Quality Management District CEQA Air Quality Handbook

3. WATER. Will the proposal result in:

- a) Changes in currents, or the course or direction of water movements, in either marine or freshwater?

No. The City of Norwalk is located within a completely urbanized area and is not located near the shoreline or other body of water. Only the San Gabriel River is located adjacent to the City. Development within the City of Norwalk will not cause any change in the San Gabriel River, which is a concrete river channel.

Source: City of Norwalk Aerial Maps, 1989.

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- b) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?**

Yes, but mitigation will reduce the impact below a level of significance. Storm drains in the City of Norwalk are primarily under the jurisdiction of the Los Angeles County Department of Public Works, which constructs and maintains storm drain trunk lines that serve large tributary areas. However, some storm drains are under the City's jurisdiction, where the City constructs local systems that feed into the County trunk lines that are turned over to the County for maintenance. Construction and maintenance of the storm drain systems is financed through both Flood Control District bond issue and Flood Control District general funds.

Overall, the Utility Infrastructure Element includes mitigation for drainage deficient areas, by proposing a comprehensive City-wide drainage study. This drainage study is intended to mitigate any effects that new growth will have on the drainage system. Implementation of the recommendations of such a study will reduce any potential impact below a level of significance.

Source: City of Norwalk Community Development Department, Engineering Division

- c) Alterations to the course or flow of flood waters?**

No. In addition to the comments in Section 3.a. above, no impact is anticipated on the San Gabriel River. Development contemplated under the proposed General Plan will not alter this concrete lined, river channel in any way.

Source: City of Norwalk Aerial Maps, 1989; County of Los Angeles Department of Public Works.

- d) Changes in the amount of surface water in any water body?**

No. The City of Norwalk is located within a completely urbanized area and is not located near the shoreline or other body of water. Only the San

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Gabriel River is located adjacent to the City. Any development within the City of Norwalk will not cause any change in the San Gabriel River, which is a concrete river channel.

Source: City of Norwalk Aerial Maps, 1989.

- e) **Discharge into surface waters, or in any alteration of surface water quality, including, but not limited to, temperature, dissolved oxygen or turbidity?**

Yes, but mitigation will reduce the impact below a level of significance. The San Gabriel River Flood Control Channel, which runs along the western boundary of the City of Norwalk, also serves as a water resource. The river is no longer in a natural state, but has been lined with concrete and is now part of the regional flood control system. The channel is maintained by the County of Los Angeles Flood Control District.

To protect waterways such as the San Gabriel River, the Clean Water Act was amended in 1972 to provide that the discharge of pollutants to waters of the United States from any point source was unlawful unless the discharge was in compliance with a National Pollutant Discharge Elimination System (NPDES) Permit. This permit is enforced by the California Regional Water Quality Control Board. Through compliance with NPDES requirements, any impact can be reduced below a level of significance.

Source: City of Norwalk Engineering Department

- f) **Alteration of the direction or rate of flow of ground waters?**

No. The City of Norwalk is located within the Central Basin of the Coastal Plain of Los Angeles County. The area encompasses 170 square miles, roughly centered around the City of Norwalk.

Aquifers in the area consist of a complex sequence of interlayered sands, gravels, silts and clays ranging in age from Recent to Lower Pleistocene.

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Nine major aquifers have been analyzed. In the northern reservoir area, aquifers are essentially unconfined and merge together in the Whittier Narrows area forming a common recharge zone, whereby groundwater and contaminants may eventually enter any or all of the aquifers found down gradient. Southerly, near the City of Norwalk, aquiclude divides the area into confined and semi-confined aquifers known as the Central Basin Pressure Area. Ground water enters these aquifers through both natural and artificial recharge. Natural recharge occurs from subsurface inflow through Whittier Narrows and is estimated to be approximately 33,000 acre-feet per year. In 1989, artificial recharge from the Montebello forebay totaled approximately 71,000 acre-feet per year including imported and reclaimed water.

The direction of ground water flow is southerly from the Whittier Narrows recharge area to the Norwalk well fields. Here, long-term pumping for water supply has created a depression in the ground water surface with average elevations ranging from sea level to 20 feet above mean sea level (msl). Southerly moving ground water traveling in the general direction of the San Gabriel River is captured by the Norwalk pumping depression with the result that the flow is diverted eastward to the well fields. Since the groundwater supply is recharged in the Whittier Narrows area, the proposed General Plan would not create a significant environmental effect on ground water flow.

Source: Environmental Science Associates.

- g) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

Yes, but mitigation will reduce the impact below a level of significance. Due to possible contamination, the quantity of safe ground water could be reduced. Although ground water contamination could originate from sites mapped as solvent or undetermined, under assessment, or other, the most probable source of TCE and PCE contamination is from the Whittier Narrows area. In the Whittier Narrows area, the southerly moving ground

water from the San Gabriel Basin concentrates near the surface and moves through the Narrows bringing with it upstream contamination. High concentrations of TCE and PCE measured in this area confirm this. In the Whittier Narrows, the area of aquifer recharge emergence provides a common recharge to downstream aquifers. Considering this recharge mechanism and the direction of ground water flow, it is not unexpected to see a high number of wells contaminated with TCE and PCE along the San Gabriel and Rio Hondo River channels.

Ground water contamination from trichloroethylene (TCE) and tetrachloroethylene (PCE) is found in many of the area's wells. An estimate of the vertical distribution of contamination was obtained by comparing wells perforated in different aquifer groups. In the Norwalk area, 82 percent of the wells with detectable amounts of TCE and PCE are perforated in the Hollydale through Silverado aquifers. Estimates of the time required for the bulk of this pollution to affect Norwalk area wells range from 15 years (worst case) to 35 years (best case).

The City produces a number of typical urban pollutants including oil, grease, rubber, metals, and hydrocarbons washed from paved surfaces, and herbicides, pesticides, and fertilizer in landscaped areas. Water well sites, maintained by the various water companies, should be maintained in healthful conditions, and sources of ground water contamination should be properly controlled and eliminated. Approximately 98% of the City's water supply is provided by wells. Fuel sites and sites containing primarily hydrocarbons in the City of Norwalk can be discounted as a source of TCE and PCE contamination. Other potential sites immediately northeast of the Norwalk well fields (e.g., the Norwalk Dump, Stancovich No. I Foster/San Antonio site, Defense Fuel Support, and Powerine Oil) overlie the Central Basin pressure zone and are separated from underlying aquifers by the impermeable Bellflower aquiclude. Probability of contamination from vertical percolation in this area is low.

Without mitigation, the high concentrations of PCE and TCE existing in the lower San Gabriel Basin will eventually pass though the Whittier Narrows reaching the Norwalk well fields. To obtain an estimate of the

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impact of this contamination, an analytic dispersion model was constructed by Geoscience Support Services, Inc. This study found that the Norwalk well fields receive recharge from natural under flow though the Whittier Narrows as well as artificial recharge from water spread in the Montebello forebay. A common recharge zone was found to exist in the Whittier Narrows area, which allows water moving through the Narrows to potentially recharge any or all of the Norwalk area aquifers. The wells showing detectable amounts of PCE and TCE are concentrated along the permeable materials associated with the Rio Hondo and San Gabriel River drainage.

Contamination of the groundwater in the Norwalk area is not likely for vertical percolation in the Central Basin Pressure zone (south of the Eckis Forebay Line) due to the presence of the Bellflower aquiclude. The probable source of TCE and PCE contamination in the wells along the Rio Hondo and San Gabriel River channels is from upstream contamination moving with natural recharge though the merged aquifer in the Whittier Narrows. If the contamination is not mitigated, the Norwalk area well fields will be contaminated from upstream sources in the Whittier Narrows area within the next 15 to 30 years.

Though it appears that the Whittier Narrows area is the point of contamination, the proposed project should still include policies to encourage and support efforts to reduce pollution, including construction of interception wells followed by wellhead treatment and subsequent ground water recharge. Also, a stringent monitoring program should be implemented incorporating vertical sampling of ground water quality on a regular basis in the monitoring process. Without mitigation, the high concentrations of PCE and TCE existing in the lower San Gabriel Basin will eventually pass through the Whittier Narrows reaching the Norwalk well fields.

Source: City of Norwalk Ground Water Quality Investigation; Report on Ground Water Quality for the City of Norwalk

- h) Substantial reduction in the amount of water otherwise available for

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public water supplies?

Yes, but mitigation will reduce the impact below a level of significance. Water service to the City of Norwalk is provided by several purveyors:

- Park Water Company
- Southern California Water Company
- Norwalk Municipal Water System (NMWS)
- Santa Fe Springs Water Company
- County Water Company
- City of Cerritos

Park Water Company and the Southern California Water Company supply the majority of water to Norwalk users.

The Norwalk Water Master Plan has identified several areas in which water service provided by NMWS is not currently adequate for emergency conditions. In addition, areas served by other water purveyors may have insufficient capability to provide fire service if major redevelopment occurs. However, the Utility Infrastructure Element provides goals, policies, objectives, and implementation measures to mitigate this situation, including measures related to securing water rights and/or upgrading the transmission and distribution systems to meet future demands and fire flow requirements.

Reclaimed water is another source of water for public use, with certain limitations. The Century Reclamation Project initiated by the Central Basin Municipal Water District (CMBWD) is intended to supply reclaimed water to the City of Norwalk, as well as to the Cities of Santa Fe Springs, Bellflower, Paramount, Lynwood, Southgate and Downey. Reclaimed water for the Century Reclamation Project Area is provided by the Los Coyotes Water Reclamation Plant located in the City of Cerritos. The plant has adequate reclaimed water production and pumping capacity to serve potential users in the project area.

Reclaimed water, which receives advanced tertiary treatment, must meet

the high quality standards established by the State of California (California Administrative Code, Title 27). According to the Code, the water can be used for landscape irrigation, recreation areas, groundwater recharge and specific food crops. With the programs contained in the Utility Infrastructure Element, including those related to improving water service and utilization of reclaimed water, the amount of water otherwise available for public water supplies can be provided to prevent any significant impact.

Source: City of Norwalk Urban Water Management Plan

- I) **Exposure of people or property to water related hazards such as flooding or tidal waves?**

No. The City of Norwalk is not located adjacent to any body of water. The San Gabriel River Channel does abut the western boundary of the City of Norwalk. According to the Federal Emergency Management Agency, however, the entire City of Norwalk is located within Flood Hazard Zone C, which is an area with minimal flood hazard potential.

Source: Federal Emergency Management Agency Flood Maps.

4. **PLANT LIFE. Will the proposal result in:**

- a) **Change in the diversity of species, or number or any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?**

No. The City of Norwalk is an intensely urbanized environment which provides disturbed ecosystems with inadequate resources to sustain natural, native communities. No significant plant communities exist along the banks or bed of the river. The introduction of exotic species into the City of Norwalk in the past, has resulted in a widely diversified mix of plant species. A general survey was conducted on June 11, 1991 to assess the existing vegetation in the area, where a variety of approximately 27,000 street trees exist. No impact is anticipated.

Source: Field visit by Environmental Science Associate biologist

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- b) Reduction of the numbers of any unique, rare, or endangered species of plants?**

No. There are no special status species listed by the federal or state governments as endangered, threatened, rare, or candidate for listing, or listed by the California Native Plant Society in the City of Norwalk. Therefore, no effect will occur.

Source: California Native Plant Society

- c) Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?**

Yes, but mitigation will reduce the impact below a level of significance. New development will be accompanied with landscaping. However, compliance with the State of California Water Conservation in Landscaping Act will ensure that new species will be appropriate for the City of Norwalk and Southern California region. To mitigate any potential impact, the Zoning Ordinance should be reviewed for conformance with the State of California Water Conservation in Landscaping Act.

Source: State of California Water Conservation in Landscaping Act

- d) Reduction in acreage of any agricultural crop?**

No. There are no Williamson Act contracts within the City of Norwalk. Furthermore, no land within the City of Norwalk is utilized for agricultural production.

Source: Field Survey by Community Development Department, City of Norwalk Aerial Maps, 1989.

5. ANIMAL LIFE. Will the proposal result in:

- a) Change in the diversity of species, or numbers of any species of animals (birds; land animals, including reptiles; fish and shellfish,**

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benthic organisms or insects)?

No. The City of Norwalk is located within a highly urbanized environmental setting. Animal species within the City of Norwalk are known to inhabit other intensely urbanized areas, and new development will not represent a significant change to an already highly urbanized setting. Typical animal species within a highly urbanized setting include mammals, such as squirrels, rabbits, mice, gophers, rats, and domestic cats and dogs. Bird species may include American crow, black raven, scrub jay, house finch, morning dove, northern mockingbird, and European starling. These animals are widespread and are adaptable throughout the Southern California region and, thus, no impact is anticipated.

Source: Environmental Science Associates

- b) Reduction of the numbers of any unique, rare, or endangered species or animals?

No. The City of Norwalk is located within a highly urbanized environmental setting, with no known unique, rare, or endangered species or animals within its boundaries. Furthermore, there are no special status species listed by the federal or state governments as endangered, threatened, rare, or candidate for listing, or listed by the federal or California Endangered Species Acts that have been sighted in the area or within the City of Norwalk. Therefore, no effect will occur.

Source: California Department of Fish and Game; California Natural Diversity Data Base

- c) Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

No. The City of Norwalk is an intensely urbanized environment which provides disturbed ecosystems with inadequate resources to sustain natural, native communities. The proposed project does not include any goals, policies, objectives, or implementation measures that would introduce new

species, or result in a barrier to the migration or movement of animals. Again, the City of Norwalk is highly urbanized, where no natural habitat exists. New species will consist mainly of domestic animals, which will have no effect on the existing animal life.

Source: Environmental Science Associates

d) Deterioration to existing fish or wildlife habitat?

See Section 5.a. above.

6. NOISE. Will the proposal result in:

a) Increases in existing noise levels?

Yes, but mitigation will reduce the impact below a level of significance. Noise will result from short-term construction activities, new stationary noise sources, and increased mobile noise sources. First, with regard to construction noise, new development will result in short-term increases in noise levels. Construction noise will fluctuate depending on construction phase, equipment type, and duration of use, distance between noise source and receptor, and presence or absence of noise barriers. The City of Norwalk Municipal Code contains limitations with regard to construction hours. Also, construction noise occurs typically during the non-noise sensitive, day time hours. Therefore, continued enforcement of these provisions will ensure that no significant increase in noise levels will occur.

Next, new stationary sources may also be introduced with new development, such as industrial or manufacturing businesses. Through enforcement of noise ordinances and proposed land use policies, noise impacts from noise sources can be mitigated. Further, some businesses or operations which generate noise should be subject to discretionary review. Thus, to mitigate any impacts, the Zoning Ordinance should be reviewed to determine if other uses should be subject to a Conditional Use Permit, or other discretionary review.

Finally, an increase in mobile noise sources is anticipated, particularly related to vehicles on the I-105, I-605, and I-5 freeways (see Future Noise Contours Map in the Draft General Plan). The proposed project would contribute to an increase in local traffic volumes, resulting in higher noise levels along roadways. The greatest cause for increase in the vehicle noise levels will be a result of cumulative growth in the region, and not as a direct result of the proposed General Plan update. To mitigate increased noise levels, the City of Norwalk may:

- Discourage truck traffic from using local residential streets.
- Encourage the California Department of Transportation (Caltrans) to continue programs which lead to the reduction of noise levels on the I-105, I-605, and I-5 freeways
- Encourage the construction of soundwalls by Caltrans, pursuant to Section 215.5 of the California Streets and Highways Code.

Since all of the mitigation measures, as discussed above, are contained in the Noise Element, then the proposed General Plan would not create a significant effect on the environment.

Source: Draft General Plan, Noise Element; Environmental Science Associates; Federal Highway Administration Traffic Noise Prediction Model.

b) Exposure of people to severe noise levels?

Yes, but mitigation will reduce the impact below a level of significance. As stated in Section 6.a., noise level will increase as a result of traffic increases created by the proposed development, and other development in southeast Los Angeles county (see Future Noise Contour Map of the proposed General Plan). The Noise Element of the proposed General Plan, however, provides the basis for enforcement of noise associated codes and standards. Goals, objectives, policies, and implementation measures contained within the proposed Noise Element will mitigate potential noise impacts below a level of significance.

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Source: Draft General Plan, Noise Element; Environmental Science Associates

7. LIGHT AND GLARE. Will the proposal:

a) Produce new light or glare?

Yes, but mitigation will reduce the impact below a level of significance. The Land Use Element of the General Plan will allow for new development. Residential development is characterized by low intensity and low angle street lighting at night, and generally has limited reflective surfaces capable of generating undue glare impacts on surrounding land uses. Non-residential development may have slightly higher intensity lighting for streets, parking lots, and signage, while multiple-story buildings, especially office developments, may have greater reflective surfaces capable of producing daytime glare.

The Community Design Element and the Land Use Element contain goals, policies, and implementation measures related to the reduction of light and glare. Through development review processes, daytime glare generated from reflective surfaces, and nighttime lighting, can be mitigated to prevent any impact on the environment.

Source: City of Norwalk Community Development Department, Planning Division.

8. LAND USE. Will the proposal result in:

a) Substantial alteration of the present or planned land use of an area?

Yes, but mitigation will reduce the impact below a level of significance. The following table summarizes the proposed change in land use distribution:

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DISTRIBUTION OF EXISTING AND PROPOSED GENERAL PLAN LAND USE DESIGNATIONS

| Land Use | Existing General Plan | | Proposed General Plan | | Increase/ Decrease in Land Area |
|---|-----------------------|------------------|-----------------------|------------------|---------------------------------------|
| | Acres | Percent of Total | Acres | Percent of Total | |
| Low Density Residential | 3,647 | 53.23% | 3,117 | 45.50% | -530 |
| Medium Density Residential | 14 | 0.20% | 12 | 0.18% | -2 |
| High Density Residential | 371 | 5.42% | 272 | 3.97% | -99 |
| Commercial Professional/Professional Office | 110 | 1.61% | 88 | 1.28% | -22 |
| Restricted Commercial | 80 | 1.17% | 66 | 0.96% | -14 |
| General Commercial | 229 | 3.34% | 248 | 3.62% | 19 |
| Light Industrial | 185 | 2.70% | 165 | 2.41% | -20 |
| Heavy Industrial | 180 | 2.63% | 141 | 2.06% | -39 |
| Specific Plan Area/Planned Development | 57 | 0.83% | 82 | 1.20% | 25 |
| Open Transitional | 19 | 0.28% | 0 | 0.00% | -19 |
| Institutional | 0 | 0.00% | 53 | 0.77% | 53 |
| Open Space | 0 | 0.00% | 700 | 10.22% | 700 |
| Undesignated | 1,959 | 28.59% | 1,907 | 27.84% | -52 |
| TOTAL | 6,851 | 100.00% | 6,851 | 100.00% | 0 |

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Proposed land use changes generally reflect existing uses on the property and will stabilize the existing land use pattern within the community. Since the proposed General Plan attempts to preserve the established land use pattern within the community, and the physical arrangement of the City will not be divided or disrupted, minimal impact is anticipated. To mitigate any impact on properties experiencing a change in land use designation, resulting from inconsistencies between an existing land use and its proposed land use designation, the City of Norwalk may review its Zoning Ordinance to determine if modifications, additions, or deletions should occur as it relates to non-conforming buildings and uses. Furthermore, Zone Changes should occur to ensure consistency between the General Plan land use designations and zoning designation, as stated in the Land Use Element.

Source: City of Norwalk Zoning Ordinance; City of Norwalk Community Development Department, Planning Division

9. NATURAL RESOURCES. Will the proposal result in:

a) Increase in the rate of use of any natural resources?

No. There are no areas within the City of Norwalk used for the production of natural resources; therefore, use of natural resources in development will be the primary cause for an increase in the rate of use of natural resources. In view of construction potential, only 24.82 acres of vacant or underutilized residential land are available for development. Most construction will be related to rehabilitation, adaptive re-use of buildings, remodeling, and other forms of infill development. Although any construction project will involve the irretrievable commitment of construction material resources and energy resources, in a regional sense, the amount of resources devoted to construction within the City of Norwalk, which will be relatively limited due to the lack of available vacant land, are considered insignificant.

Source: City of Norwalk Vacant and Underutilized Parcel Survey

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10. RISK OF UPSET. Will the proposal involve:

- a) A risk of an explosion or the release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?

Yes, but mitigation will reduce the impact below a level of significance. The City of Norwalk consists primarily of single-family residences with some regions of commercial and industrial use. Portions of the City could be contaminated from past activities involving the storage, use, or disposal of hazardous materials, while other portions may be unaffected. Remediation (clean-up) of hazardous wastes found at a project site is required if excavation is performed at the site; or it may be required if other activities are proposed. Federal laws, such as the Resource Conservation, and Recovery Act of 1976 and the Comprehensive Environmental Response Compensation and Liability Act, also known as Superfund, require responsible parties to report any known hazardous waste contamination of soil or groundwater to the Environmental Protection Agency. The California Hazardous Waste Control Law also provides important regulation of hazardous materials. On the local level, the Los Angeles Regional Water Quality Control Board, South Coast Air Quality management District, Los Angeles County Department of Health Services, Fire Department, and Department of Public Works may also provide services, or maintain responsibility related to hazardous material regulation. Through these measures, hazardous waste cleanup may be facilitated, resulting in no significant effect on future residents. To mitigate future hazardous waste problems, the County Fire Department requires businesses handling hazardous materials to submit an annual inventory of their materials to establish a "business plan" in the event of a release or threatened release of materials. Through continued support of existing hazardous waste clean-up programs, and support of enforcement efforts to monitor future hazardous waste matters, this impact can be reduced below a level of significance.

Source: City of Norwalk Department of Public Safety

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- b) Possible interference with an emergency response plan or an emergency evacuation plan?**

No. The Safety Element of the General Plan provides the basis for adopting a Multi-Hazard Functional Plan, which will serve as the emergency response plan for the City of Norwalk. As a result, the City of Norwalk will be better equipped to respond to both urban and natural hazards. Therefore, the proposed General Plan will not have a significant impact on emergency response.

Source: City of Norwalk Public Safety Department; State of California Office of Emergency Services.

11. POPULATION. Will the proposal:

- a) Alter the location, distribution, density or growth rate of the human population of an area?**

Yes, but the level of impact will be insignificant. In terms of location, the proposed Land Use Changes do not substantially alter the spatial distribution of land uses. In fact, existing land use patterns are reinforced. The maximum residential build-out capacity provided for under the existing and proposed General Plans are identified in the table below:

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| MAXIMUM RESIDENTIAL BUILD OUT CAPACITY Based on Existing Land Use Element | | | |
|--|---------------|-----------------------------|------------------------|
| Land Use Designation | Total Acreage | Maximum Dwelling Units/Acre | Maximum Dwelling Units |
| Low Density Residential | 3,647 | 9 | 32,823 |
| Medium Density Residential | 14 | 16 | 224 |
| High Density Residential | 371 | 22 | 8,162 |
| Specific Plan Area/Planned Unit Development ² | 71 | varies | 1,566 |
| TOTAL | 4,103 | not applicable | 42,775 |
| Based on Proposed Land Use Element | | | |
| Low Density Residential | 3,117 | 9 | 28,053 |
| Medium Density Residential | 12 | 16 | 192 |
| High Density Residential | 272 | 22 | 5,984 |
| Specific Plan Area/Planned Unit Development | 71 | varies | 1,566 |
| TOTAL | 3,472 | not applicable | 35,795 |

Though the proposed residential acreages represent a reduction in total available land, the bulk of the lost acreage is composed of public school properties which are not likely to be converted to residential uses. Thus, the location and distribution of the population will not experience significant changes, even though the theoretical build-out is substantially reduced.

²Only residential Specific Plan Area/Planned Unit Development land use designation were included in this figure. Commercial oriented Specific Plan Areas and Planned Unit Developments are not included in this calculation.

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In addition, even though the future growth rates will vary from past growth rates, the difference will not have a significant adverse effect. During the 15-year period of 1980-1995, the population grew at a rate of 14.9%, whereas the 15-year period between 1995-2010 is proposed to increase by 8%.

| CITY OF NORWALK POPULATION CHANGES | | |
|------------------------------------|------------|------------------|
| Year | Population | Percent Change |
| 1960 | 88,739 | not applicable |
| 1970 | 91,829 | +3.48% |
| 1980 | 85,286 | -7.13% |
| 1990 | 94,279 | +10.54% |
| 1995 | 97,959 | +3.90% (5 years) |
| 2000 (projected) | 99,974 | +2.06% (5 years) |
| 2010 (projected) | 105,794 | +5.5% |

Based on the discussion above, the proposed General Plan will not have a significant adverse effect on population.

Source: Draft Land Use Map of the General Plan.

12. HOUSING. Will the proposal:

- a) **Affect existing housing, or create a demand for additional housing?**

Yes, but mitigation will reduce the impact below a level of significance. The Land Use and Housing Elements provide for a total of 27,518 households by the year 2000, and 29,028 households by the year 2010, or an average of 117 new households per year. To meet this anticipated increase in the number of households, 956 new housing units must be constructed between 1990 and 2000, for an average of 191.2 new housing

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units per year.

The Housing Element is intended to ensure that "safe and decent housing" is provided for all Norwalk residents. Programs contained within that element, which address issues such as housing affordability and production, are designed to meet anticipated demand for housing caused by the project. Thus, adequate mitigation has been provided.

Source: Draft Housing Element of the General Plan; City of Norwalk Housing Authority and Community Development Block Grant program.

13. TRANSPORTATION/CIRCULATION. Will the proposal result in:

a) Generation of substantial additional vehicular movement?

Yes, but mitigation will reduce the impact below a level of significance. Population and employment growth will increase traffic. The Circulation Element of the General Plan includes goals, policies, and objectives to meet the needs established by the Land Use Element, as well as other portions of the General Plan. This Circulation Element states that, with the proposed land use changes, "the street and highway LOS (levels of service) remains within acceptable levels". Thus, provided that the implementation measures are followed in the Circulation Element, no significant effect is anticipated.

Source: Hartzog and Crabill, Inc.

b) Effects on existing parking facilities, or demand for new parking?

Yes, but mitigation will reduce the impact below a level of significance. New development contemplated by the General Plan will require the provision of new parking facilities. Review of existing Zoning Ordinance provisions should occur, to ensure that parking will continue to be provided in the amount necessary to meet demand. Provided that this occurs, no significant effect is anticipated.

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Source: City of Norwalk Zoning Ordinance.

c) Substantial impact upon existing transportation systems?

No. The City of Norwalk has a network of public transit routes providing access to employment centers, shopping and recreational areas. The network includes routes operated by the Metropolitan Transportation Authority, the Norwalk Transit System, as well as, the Green Line and MetroLink. Together, these public transit systems can meet the ridership growth of the City of Norwalk.

Source: City of Norwalk Transportation Department, Metropolitan Transportation Authority

d) Alterations to present patterns of circulation or movement of people and/or goods?

No. The only change that would occur with the proposed General Plan is the elimination of San Antonio Drive as a truck route. This change is not significant, since there are other routes that will enable a truck to reach the I-5 freeway. Otherwise, no road closures or additions are proposed. Thus, no significant change in the present pattern of circulation or movement of people is anticipated.

Source: Hartzog and Crabill, Inc.

e) Alterations to waterborne, rail or air traffic?

No. See Section 13.c. above.

f) Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

Yes, but mitigation will reduce the impact below a level of significance. Any increase in the number of persons in the transportation network can cause an increase in hazards. The Circulation Element includes provisions

to ensure that any identified hazards will be removed, and to ensure careful planning of new improvements to prevent the creation of new hazards. Implementation of these measures will mitigate any potential impacts.

Source: City of Norwalk Community Development Department, Engineering Division

14. PUBLIC SERVICES. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

a) **Fire protection?**

Yes, but mitigation will reduce the impact below a level of significance. The increase in population anticipated in the proposed General Plan may require additional fire services; however, with 6,980 fewer housing units to service, build out to the maximum limit permitted by the proposed General Plan would result in a lower potential demand for fire protection services than the existing General Plan. When compared with the existing General Plan, the proposed increase in demand for fire protection services is not significant. Notwithstanding, to mitigate any potential increases in the demand for fire services, the City of Norwalk should ensure the provision of adequate fire flow rates in all new development, and provide additional fire protection facilities and services, if existing facilities and services are determined to be inadequate to provide for public safety. Economic growth is an important part of the General Plan, where increased commercial activity in the City of Norwalk may provide additional sources of revenue to the City for expanding police protection services, if necessary. Since these mitigation measures are contained within the Utility Infrastructure and Safety Elements, implementation of the goals, policies, objectives, and implementation measures contained therein will reduce any potential impact below a level of significance.

Source: City of Norwalk Public Safety Department

b) **Police protection?**

Yes, but mitigation will reduce the impact below a level of significance. As stated in the preceding section, the increase in population anticipated in the proposed General Plan may require additional public services, such as police service. With 16.6% fewer housing units and less acreage set aside for office and industrial uses, however, build out of the proposed General Plan would result in a lower potential population increase than the existing General Plan. When compared with the existing General Plan, the proposed increase in demand for police protection services is not significant. To mitigate any potential increases in the demand for police services, the City of Norwalk should, as discussed in the Safety Element, consult the County of Los Angeles Sheriff's Department for review of certain land use and development entitlements to provide for "defensible spaces" and greater law enforcement access. Also, if existing facilities and services are determined to be inadequate to provide for public safety, then facilities and services should be expanded. Economic growth is an important part of the General Plan, where increased commercial activity in the City of Norwalk may provide additional sources of revenue to the City for expanding police protection services, if necessary. Adequate mitigation will be provided if goals, policies, objectives, and implementation measures of the Safety Element are adhered to.

Source: City of Norwalk Public Safety Department

c) Schools?

No. Based on the 1990 Census, each housing unit generates 0.72 students. Therefore, with 6,980 fewer housing units, the proposed General Plan would result in approximately 5,026 fewer students than the existing General Plan. This is clearly a significant reduction in the demand for school services and, therefore, the proposed General Plan will improve the ability of schools to provide educational services. For this reason, no significant impact is anticipated.

Source: 1990 Census

d) Parks or other recreational facilities?

No. As stated in the Open Space Element, the City's goal is to provide not less than 1 acre of usable public recreational open space per 1,000 persons. With approximately 129 acres of City-owned parkland, and an estimated population of 97,959 in 1995, the City provides 1.32 acres of parkland per 1,000 persons. To maintain the City's park standard of 1 acre per 1,000 persons, the City's population could, theoretically, grow to a maximum of 129,000 persons, albeit there are other constraints to growth. Thus, with regard to recreational open space, existing recreational resources are ample to meet the projected population growth stated in the Housing Element and, further, no significant impact is anticipated on park services.

Source: City of Norwalk Park and Recreation Services Department

- e) Maintenance of public facilities, including roads, and other governmental services?

No. The increase in population anticipated in the General Plan will, of course, require additional public services. However, since the proposed General Plan represents a significantly lower growth potential, no significant impact is anticipated. Furthermore, commercial and economic growth will occur under the proposed General Plan update, which will assist with the payment for any increased demand for public services.

Source: City of Norwalk Community Development Department

15. ENERGY. Will the proposal result in:

- a) Use of substantial amounts of fuel or energy?

No. Lower growth potential will result in lower energy consumption. In addition, utility services are adequate to serve projected growth. The Gas Company anticipates that growth in the City of Norwalk can be served from existing mains in the area. Natural gas can be provided without any major impact on overall system capacity or service to existing customers.

The availability of natural gas service is based upon present conditions of

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gas supply and regulatory policy. As a public entity, The Gas Company is under the jurisdiction of the California Public Utilities Commission. The Gas Company can also be affected by actions of federal regulatory agencies. Should these agencies take any action which affects gas supply or the condition under which service is available, gas service will have to be modified to reflect the changed conditions.

Southern California Edison (SCE) provides electrical service to the City of Norwalk. Existing power tie-ins are considered adequate to meet the demand generated by the current land uses. SCE will install electrical distribution facilities in response to Norwalk's projected growth. Electrical demand problems are not anticipated. However, should a shortage of energy and/or generating capacity ever occur, SCE will apportion its available supply of electricity among its customers as set forth in Rule No. 14, Shortage of Supply and Interruption of Delivery.

Source: The Gas Company, GTE, SCE

- b) Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

No. See Section 15.a. above.

16. UTILITIES AND SERVICE SYSTEMS. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:

- a) Power or natural gas, communications systems, water, sewer or septic tanks, storm water drainage, solid waste and disposal.

Yes, but the level of impact will be insignificant. See Section 15.a. above. In addition, telephone service in the City of Norwalk is provided by General Telephone (GTE), and cable television is provided by Charter Cable Television. Currently, the telecommunication infrastructure is adequate to serve the City. Improvements to the system are part of GTE's and Charter's long-term plans, and no problems are anticipated in providing service for future residential developments.

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In Norwalk, solid waste collection is undertaken by private disposal services and the County conducts periodic hazardous waste collection. Solid Waste from the City of Norwalk can be routed to various landfills, operated by the County Sanitation District and private industry. The choice of which landfill to use is made by the individual haulers serving the City. The closest landfill facility operated by the Sanitation District is Puente Hills Landfill, located approximately 10 miles north of Norwalk. The Spadra Landfill, privately owned and operated and located in Pomona, also serves the City of Norwalk. The California Integrated Waste Management Act of 1989 (the "Act") requires cities to meet solid waste reduction goals set by the State. The City is required to reduce solid waste generation by 25% by 1995, and by 50% by the year 2000. Continued compliance with the Act will reduce impacts below a level of significance.

Based on the foregoing, the proposed General Plan will not create demand that can not be met, related to public utilities.

Source: The Gas Company, GTE, SCE

17. HUMAN HEALTH. Will the proposal result in:

- a) Creation of any health hazard or potential health hazard (excluding mental health)?

No. See Sections 1.g., 3.i., 6.b., 10.a., 10.b., and 13.f.

- b) Exposure of people to potential health hazards?

No. See Section 17.a. above.

18. AESTHETICS. Will the proposal result in:

- a) The obstruction of any scenic vista or view open to the public?

No. There are no scenic vistas or views open to the public within the City of Norwalk that require special consideration. Thus, no impact can occur.

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Source: Field survey conducted by the Community Development Department

b) The creation of an aesthetically offensive site open to public view?

Yes, but mitigation will reduce the impact below a level of significance. New development can result in buildings with incompatible design. The proposed General Plan includes a Community Design Element which is intended to ensure that new and existing development will be compatible with existing development. Implementation of the goals, policies, objectives, and implementation measures within that document will ensure that new development will not create a negative aesthetic effect.

Source: City of Norwalk Community Development, Planning Division.

19. RECREATION. Will the proposal result in:

a) Impact upon the quality or quantity of existing recreational opportunities?

No. See Section 14.d.

20. CULTURAL RESOURCES. Will the proposal:

a) Result in the alteration of or the destruction of a prehistoric or historic archaeological site?

No. There are no known or recorded archaeological sites within the City of Norwalk. Therefore, no impact can occur.

Source: City of Norwalk Community Development Department, Planning Division; State of California Office of Historic Preservation

b) Result in adverse physical or adverse effects to a prehistoric or historic building, structure, or object?

No. The Educational and Cultural Resources Element will facilitate the preservation of all known cultural resources. Some historic buildings listed in the Educational and Cultural Resources Element include:

- The Sproul Museum (1870)
12237 Sproul Street
- Paddison Ranch Buildings (1878)
11951 Imperial Highway
- The Darius David Johnston House (1891)
(Hargitt House)
12436 Mapledale Street
- Front Street Buildings (late 1800's)
Front Street

The proposed project will serve to further protect these historic resources and, thus, will not create a significant effect on the environment.

Source: City of Norwalk Community Development Department, Planning Division; State of California Office of Historic Preservation

- c) Have the potential to cause a physical change which would affect unique ethnic cultural values?

No. The Educational and Cultural Resources Element also attempts to protect resources of ethnic or cultural value. This element, and the Open Space Element, include programs that will provide for greater cultural and ethnic awareness and, thus, will not affect ethnic or cultural values.

Source: City of Norwalk Recreation and Park Services Department.

- d) Restrict existing religious or sacred uses within the potential impact area?

No. The proposed General Plan update does not include any specific goals, policies, objectives, or implementation measures which would restrict existing religious or sacred uses within the project area.

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Source: Draft Land Use Element of the General Plan.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

- a) Potential to degrade: Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, to eliminate a plant or animal community, reduce the number or restrict range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No. The quality of the environment, particularly air resources, could be degraded by development contemplated by the General Plan. Considering that the City's growth potential will be reduced when compared with the existing General Plan and, further, considering the extensive implementation measures which are proposed with the General Plan to improve the environment, the proposed project would serve to improve the City's existing environmental condition. Therefore, the proposed General Plan would not have a potential to significantly degrade the environment.

- b) Short-term: Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively, brief, definitive period of time. Long-term impacts will endure well into the future.)

No. Short term impacts, especially construction related impacts, will be mitigated. Noise and emissions from construction, in particular, will be reduced through the goals, policies, and implementation measures contained within the proposed General Plan. Despite these short term impacts, the proposed General Plan will have a positive long-term environmental effect. In addition to conformance with requirements of state law for updating the Housing Element, and maintaining an internally consistent plan that reflects current community values and issues, the General Plan provides long term goals, policies, and implementation

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measures that will substantially improve the environmental condition of the City. Thus, despite the existence of some insignificant short term impacts, the project will not result in long term impacts.

- c) **Cumulative:** Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect on the total of those impacts on the environment is significant)

No. The proposed General Plan establishes a lower growth potential than the existing General Plan, and the proposed General Plan contains a significant number of new goals, policies, and implementation measures to improve the City's existing environmental condition. The project will not create significant cumulative impacts.

- d) **Substantial adverse:** Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No. Any growth that occurs can create potential adverse impacts on human beings. Since the proposed General Plan includes goals, policies, objectives, and implementation measures to eliminate adverse effects to the extent that is reasonably possible, no significant impact is anticipated.

22. ANALYSES OF CONSISTENCY WITH EXISTING LAND USE CONTROLS.

The General Plan serves as the foundation for all land use controls, and dictates the permitted uses and intensity of uses of land. Therefore, any amendment to the General Plan may have a residual effect on existing land use controls. Section 65860© of the California Government Code states that, "In the event that a zoning ordinance becomes inconsistent with a general plan by reason of amendment to such a plan, or to any element of such a plan, such zoning ordinance shall be amended within a reasonable time so that it is consistent with the general plan as amended". Goals, policies, objectives, and implementation

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measures throughout the General Plan refer to the modification, addition, and/or deletion of certain Zoning Ordinance provisions. Thus, provided that the City of Norwalk engages in a study of zoning consistencies, no adverse effect on land use controls is anticipated.

23. PREPARER.

Prepared by:
Bing H. Hyun, Senior Planner,
City of Norwalk Community Development Department, Planning Division

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SECTION 4 MITIGATION MEASURES

For effects that are less than significant with mitigation incorporated, the mitigation measures are listed in the following table.

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| MITIGATION MEASURES | | General Plan Section to be Revised | Responsible Monitor |
|---------------------------------|---|--|--|
| Initial Study Section Number | Mitigation Measure(s) | | |
| EARTH I.g. | Implement goals, policies, and objectives of the Safety Element, particularly as it relates to safety measures for seismic hazards. | Not applicable | Community Development Department, Planning Division and Building and Safety Division |

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| MITIGATION MEASURES | | | |
|------------------------------|--|------------------------------------|---|
| Initial Study Section Number | Mitigation Measure(s) | General Plan Section to be Revised | Responsible Monitor |
| AIR 2.a. | <p>Add the following implementation measures to the Conservation Element:</p> <ol style="list-style-type: none"> 1. Continue to support regulations of the South Coast Air Quality Management District 2. Improve traffic conditions within the community. 3. Encourage pedestrian and alternative modes of transportation. 4. Implement provisions of the Transportation Demand Management Ordinance. 5. Continue implementation of the County of Los Angeles Congestion Management Program. 6. Adopt mitigation measures related to air quality for new projects that will reasonably and effectively reduce impacts to air resources. 7. Ensure that all projects comply with requirements of the South Coast Air Quality Management District related to watering of construction sites. 8. Adopt conditions of approval for projects | Conservation Element | Community Development Department, Planning Division |

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| MITIGATION MEASURES | | General Plan Section to be Revised | Responsible Monitor |
|---------------------------------|---|--|--|
| Initial Study Section Number | Mitigation Measure(s) | | |
| AIR 2.b. | Add the following implementation measure to the Land Use Element: 1. Review Zoning Ordinance to determine if adequate controls exist for the regulation of odor creating uses. | Land Use Element | Community Development Department, Planning Division |
| WATER 3.b. | Implement goals, policies, objectives, and implementation measures of the Utility Infrastructure Element, particularly as it relates to storm drainage. | Not applicable | Community Development Department, Planning Division and Engineering Division |

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| MITIGATION MEASURES | | General Plan Section to be Revised | Responsible Monitor |
|---------------------------------|--|--|--|
| Initial Study Section Number | Mitigation Measure(s) | | |
| WATER 3.e. | Implement goals, policies, objectives, and implementation measures of the Conservation Element, particularly as it relates to the National Pollution Discharge Elimination System. | Not applicable | Community Development Department, Planning Division and Engineering Division |
| WATER 3.g. | Add the following implementation measure to the Conservation Element: 1. Support and encourage efforts to prevent groundwater contamination, including: the construction of interception wells followed by wellhead treatment; incorporation of vertical sampling of groundwater quality; and other efforts to prevent contamination of the groundwater supply. | Conservation Element | Community Development Department, Planning Division and Engineering Division |

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| MITIGATION MEASURES | | | |
|------------------------------|--|------------------------------------|--|
| Initial Study Section Number | Mitigation Measure(s) | General Plan Section to be Revised | Responsible Monitor |
| WATER 3.h. | Implement goals, policies, objectives, and implementation measures of the Utility Infrastructure Element, particularly as it relates to improving water service and the use of reclaimed water. | Not applicable | Community Development Department, Planning Division and Engineering Division |
| PLANT LIFE 4.c. | Add the following implementation measure to the Conservation Element: 1. Review Zoning Ordinance to determine consistency with the State of California Water Conservation in Landscaping Act. | Not applicable | Community Development Department, Planning Division |
| NOISE 6.a. and 6.b. | Implement goals, policies, objectives, and implementation measures of the Noise Element. | Not applicable | Community Development Department, Planning Division |

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| MITIGATION MEASURES | | | |
|------------------------------|--|------------------------------------|---|
| Initial Study Section Number | Mitigation Measure(s) | General Plan Section to be Revised | Responsible Monitor |
| LIGHT AND GLARE 7.a. | Implement goals, policies, objectives, and implementation measures of the Community Design Element and Land Use Element, particularly as they relate to architectural review and compatibility between properties. | Not applicable | Community Development Department, Planning Division |
| LAND USE 8.a. | <p>Add the following implementation measures to the Land Use Element:</p> <ol style="list-style-type: none"> Review Zoning Ordinance to determine if modifications, additions, and/or deletions should occur, as related to non-conforming buildings and uses. Conduct Zone Changes to ensure consistency between the Land Use designation and the Zoning designation. | Land Use Element | Community Development Department, Planning Division |

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| MITIGATION MEASURES | | General Plan Section to be Revised | Responsible Monitor |
|---------------------------------|---|--|--|
| Initial Study Section Number | Mitigation Measure(s) | | |
| RISK OF UPSET 10.a. | <p>Implement goals, policies, objectives, and implementation measures of the Safety Element, particularly as it relates to the development of a multi-hazard functional plan and add the following policy to the Safety Element:</p> <ol style="list-style-type: none"> 1. Support and encourage existing hazardous waste programs and enforcement efforts to monitor hazardous waste matters. | Not applicable | Community Development Department, Planning Division and Public Safety Department |
| HOUSING 12.a. | Implement goals, policies, objectives, and implementation measures of the Housing Element. | Not applicable | Community Development Department, Planning Division, Community Development Block Grant Division; City of Norwalk Housing Authority |

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| MITIGATION MEASURES | | | |
|------------------------------|---|------------------------------------|--|
| Initial Study Section Number | Mitigation Measure(s) | General Plan Section to be Revised | Responsible Monitor |
| CIRCULATION 13.a. | Implement goals, policies, objectives, and implementation measures of the Circulation Element. | Not applicable | Community Development Department, Planning Division and Engineering Division |
| CIRCULATION 13.b. | Add the following implementation measure to the Circulation Element: 1. Review existing off-street parking requirements to ensure that an adequate amount of off-street parking is provided. | Circulation Element | Community Development Department, Planning Division and Engineering Division |

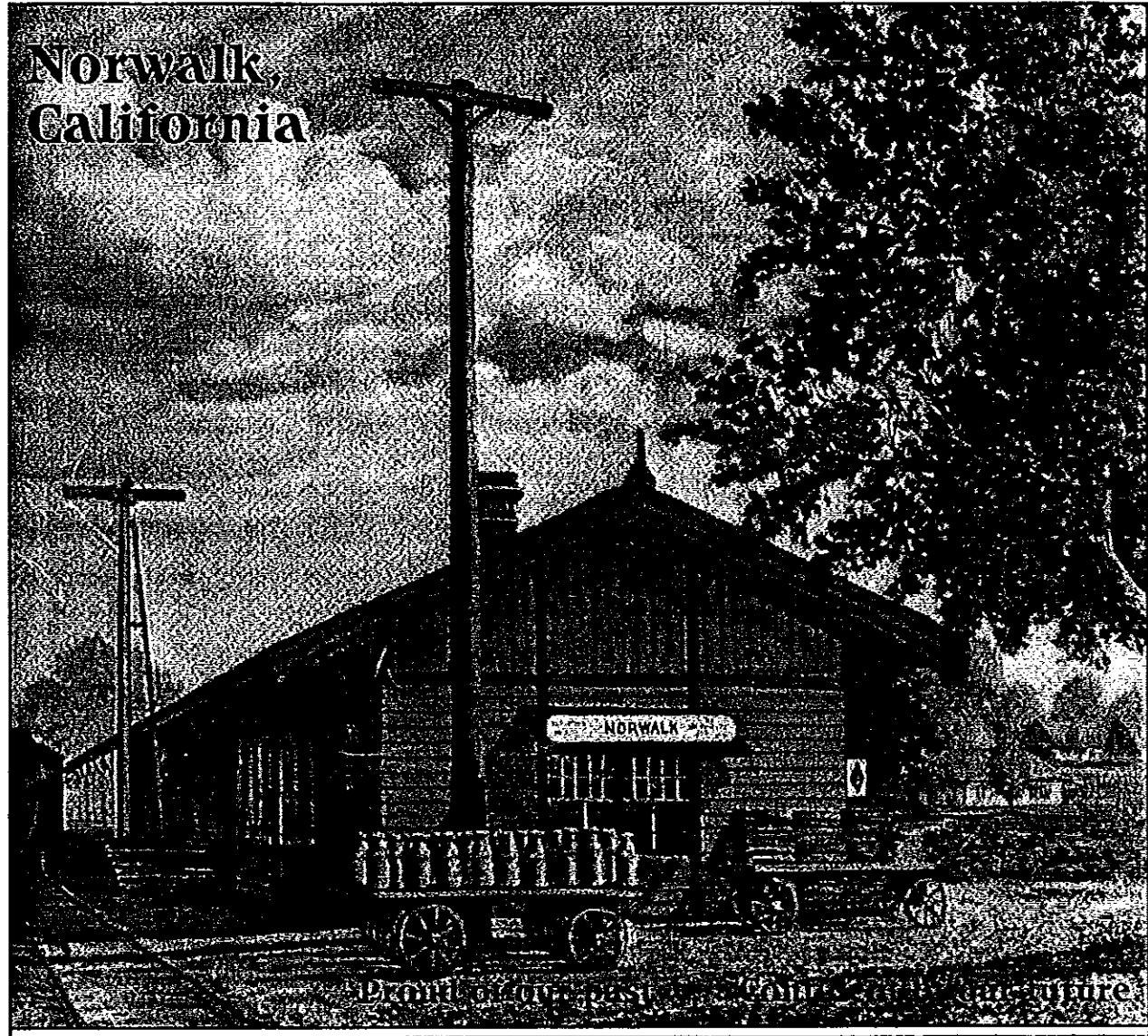
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| MITIGATION MEASURES | | | |
|------------------------------|---|------------------------------------|--|
| Initial Study Section Number | Mitigation Measure(s) | General Plan Section to be Revised | Responsible Monitor |
| CIRCULATION 13.f. | Implement goals, policies, objectives, and implementation measures of the Circulation Element, particularly as it relates to local thoroughfares and transportation routes and bicycle and pedestrian facilities. | Not applicable | Community Development Department, Planning Division and Engineering Division |
| PUBLIC SERVICES 14.a. | Implement goals, policies, objectives, and implementation measures of the Safety Element and Utility Infrastructure Element, particularly as it relates to fire protection and fire flow. | Not applicable | Community Development Department, Planning Division |
| PUBLIC SERVICES 14.b. | Implement goals, policies, objectives, and implementation measures of the Safety Element, particularly as it relates to police protection. | Not applicable | Community Development Department, Planning Division |

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| MITIGATION MEASURES | | | |
|------------------------------|---|------------------------------------|---|
| Initial Study Section Number | Mitigation Measure(s) | General Plan Section to be Revised | Responsible Monitor |
| AESTHETICS 18.b. | Implement goals, policies, objectives, and implementation measures of the Community Design Element, particularly as it relates to architectural review. | Not applicable | Community Development Department, Planning Division |

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