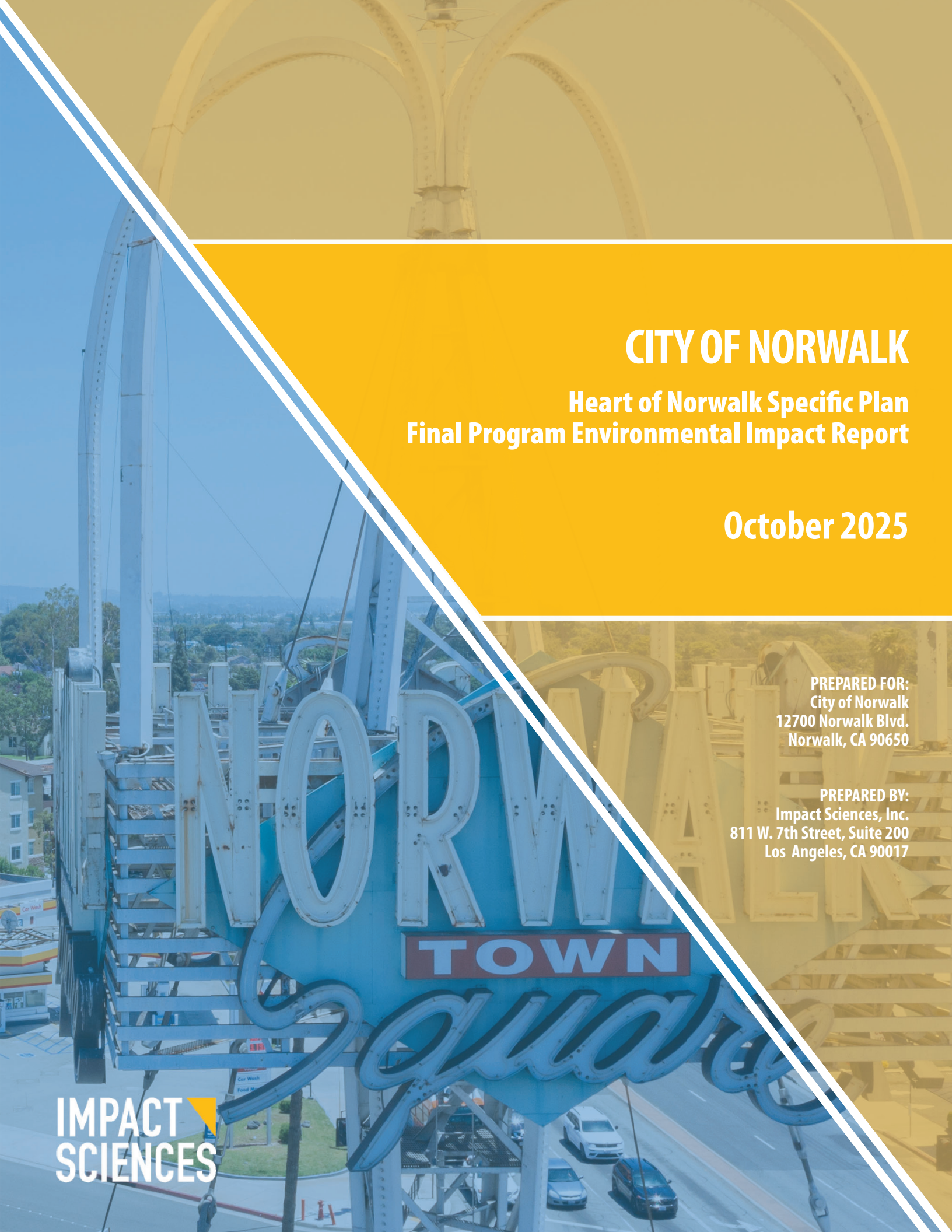

CITY OF NORWALK

Heart of Norwalk Specific Plan
Final Program Environmental Impact Report

October 2025

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

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

IMPACT SCIENCES

HEART OF NORWALK SPECIFIC PLAN

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1.0 INTRODUCTION

This document is the Final Program Environmental Impact Report (PEIR) for the Heart of Norwalk Specific Plan. This document, together with the Draft PEIR and its technical appendices, comprises the Final PEIR. The document has been prepared by the City of Norwalk (City) in accordance with the California Environmental Quality Act (CEQA).

The Final PEIR is required under Section 15132 of the *State CEQA Guidelines* to include the Draft PEIR, comments and recommendations received on the Draft PEIR, the responses of the lead agency to significant environmental issues raised by those comments in the review and consultation process, and any other relevant information added by the lead agency (including minor changes to the PEIR). A Mitigation Monitoring and Reporting Program (MMRP) is also required; it can be a separate document, or, as in this case, included in the Final PEIR.

The evaluation and response to comments is an important part of the CEQA process as it allows the following: (1) the opportunity to review and comment on the methods of analysis contained within the Draft PEIR; (2) the ability to detect any omissions which may have occurred during preparation of the Draft PEIR; (3) the ability to check for accuracy of the analysis contained within the Draft PEIR; (4) the ability to share expertise; and (5) the ability to discover public concerns.

This document provides revisions to the Draft PEIR made in response to comments, staff review, and/or changes to the proposed project. These revisions also correct, clarify, and amplify the text of the Draft PEIR, as appropriate, and do not alter the conclusions of the Draft PEIR.

1.1 PROCESS

In accordance with Section 15050 of the *State CEQA Guidelines*, the City is the lead agency that prepared both the Draft and Final PEIR for the Project.

At the outset of the environmental review process, the City of Norwalk Community Development Department prepared a Notice of Preparation (NOP) for the Proposed Plan (State Clearinghouse No. 2024040140). The NOP was published and distributed to the State Clearinghouse, trustee agencies, responsible agencies, and other interested parties for a 30-day public review period from April 3, 2024, to May 3, 2024. The City received one written comment regarding the scope and content of the PEIR from the California Department of Transportation and one comment regarding tribal consultation from the Native American Heritage Commission. A scoping meeting for the Plan took place on April 23, 2024, from 6:00

P.M. to 7:30 P.M. The Draft PEIR was circulated for a 45-day public review period from June 24, 2025, to August 8, 2025. The Draft PEIR was available for review at Norwalk City Hall and the Norwalk Library; an electronic copy of the Draft PEIR was posted to the Project's website as well as to the City's website. A Notice of Availability of the Draft PEIR was transmitted to responsible and trustee agencies, regulatory agencies, and others to request comments on the Draft PEIR, pursuant to *State CEQA Guidelines* Section 15086. Three comment letters were received during the comment period; these comment letters are responded to in this Final PEIR. The Final PEIR, together with the Zone Change and General Plan Amendment, will be submitted to the Norwalk City Council for review, and the Council will consider certification of the Final PEIR and approval of the Zone Change and General Plan Amendment.

1.2 CONTENT OF THE FINAL PEIR

As discussed above, the primary intent of the Final PEIR is to provide a forum to air and address comments pertaining to the analysis contained within the Draft PEIR. Pursuant to Section 15088 of the *State CEQA Guidelines*, the City has reviewed and addressed all comments received on the Draft PEIR by the comment period deadline. Included within the Final PEIR are the written comments that were submitted during the public comment period.

In order to adequately address the comments provided by interested agencies and the public in an organized manner, this Final PEIR includes the following chapters and appendices:

Section 1.0, Introduction. This chapter provides a brief introduction to the Final PEIR and its contents.

Section 2.0, Responses to Comments. The City received three comment letters during the Draft PEIR public review period. This section contains summaries of these comment letters and the City's responses to those comments that raise significant environmental points. A list of individuals, organizations, and public agencies commenting on the Draft PEIR is provided. All comment letters, including those that did not raise significant environmental points, are included in this section.

Section 3.0, Mitigation Monitoring and Reporting Program (MMRP). This chapter includes the MMRP prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and Section 15091(d) and 15097 of the *State CEQA Guidelines*.

Section 4.0, List of Preparers. This chapter provides a list of the individuals involved in the preparation of the PEIR.

The Final PEIR also includes the previously circulated Draft PEIR.

1.3 REVIEW AND CERTIFICATION OF THE FINAL PEIR

Consistent with CEQA (Public Resources Code Section 21092.5), responses to agency comments are being forwarded to each commenting agency 10 days prior to certification of the Final PEIR. In addition, responses are also being distributed to all commenters via email. The Final PEIR can be downloaded at the following websites:

https://www.heartofnorwalk.com/
https://www.norwalk.org/departments_services/community_development/heart_of_norwalk.php

2.0 COMMENT LETTERS AND RESPONSES

The Draft PEIR was submitted to the State Clearinghouse Office of Planning and Research and circulated for a 45-day public review, beginning on June 24, 2025, and ending on August 8, 2025. The City received three comment letters during the Draft PEIR public review period. A list of commenters on the Draft PEIR is shown in **Table 2.0-1, List of Commenters on the Draft PEIR**.

The original bracketed comment letters are provided, followed by a numbered response to each bracketed comment. Individual comments within each letter are numbered, and the response is given a matching number. The responses to comments did not require any changes to the Draft PEIR. Staff-initiated text changes are provided in **Section 2.2, Corrections and Additions**. Added text is shown in underline while deleted text is shown in ~~strikethrough~~. The changes to the PEIR do not provide any new significant information and serve to clarify and amplify the information provided in the Draft PEIR.

Table 2.0-1
List of Commenters on the Draft PEIR

Letter Number	Organization	Commenter Name	Comment Date	Response Page Number
1	California Department of Transportation, District 7	Miya Edmonson	August 4, 2025	2.0-5
2	Los Angeles County Sanitation Districts	Patricia Horsley	July 14, 2025	2.0-10
3	Manna LLC	Manna LLC, authorized representative: Ellie Maman	July 23, 2025	2.0-13

2.1 RESPONSES TO COMMENTS RECEIVED ON THE DRAFT PEIR

The original bracketed comment letters are provided on the following pages, followed by the numbered responses. Individual comments within each letter are numbered, and the response is given a matching number.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life

August 4, 2025

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

RE: Heart of Norwalk Specific Plan
SCH # 2024040140
Vic. LA-5/PM 3.972, LA-105/PM R18.04, LA-605/PM R7.88
GTS # LA-2024-04840-DPEIR

Dear Carlos Rojas:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The Proposed Plan includes the adoption and implementation of the Heart of Norwalk Specific Plan, including proposed zone changes and *General Plan* amendments. Buildout of the Proposed Plan by 2051 will result in 3,087 residential units and a net increase of 2,285,418 square feet of residential development, 275,747 square feet reduction in commercial uses,18,310 square feet reduction in industrial uses, and 53,011 square feet reduction in institutional uses. The Plan does assume 173,250 square feet of new commercial development will be constructed over the course of the planning horizon. There would be a net reduction in nonresidential square footage as the existing commercial, industrial and institutional uses are replaced with new uses.

1

The Proposed Plan includes changes to the General Plan, zoning, and street types to support new mixed-use development and improve how people travel in and around the area. From Caltrans' perspective, the Plan introduces a mix of roads—from freeways to local streets—that are designed to support driving, biking, walking, and public transit. Key areas like the Front Street Historic District, Town Square, and Triangle District include features like wider sidewalks, bike lanes, traffic calming, and better connections to buses, trains, and trails. The area is part of a High-Quality Transit Corridor and a regional planning area that focuses on linking housing and transportation. Based on our review, the Proposed Plan does not appear to conflict with existing transportation plans or policies and generally supports safer, more connected, and more sustainable travel options. We

Letter 1

encourage the City to work closely with LA Metro and other transportation agencies for roads and transit services that they manage. 1

The transportation impacts of the Proposed Plan have been carefully reviewed using the latest state and county guidelines. Since the City of Norwalk has not adopted its own Vehicle Miles Traveled (VMT) thresholds, the analysis followed Los Angeles County standards. The results show that the Proposed Plan would actually reduce VMT compared to current conditions and future projections. Specifically, the existing countywide VMT per service population is 17.2, and the Plan Area with the Proposed Plan is forecasted at 13.7—about 20% lower. For the year 2040, the VMT is expected to drop even further to 12.1. This means people are expected to travel fewer miles by car, partly because the Plan supports walking, biking, and transit use. Features like affordable housing, bike lanes, and reduced parking near transit help support this trend. Based on this data, the Plan meets the CEQA threshold of significance (14.3), and the VMT impact is considered less than significant, so we concur that no mitigation is needed if the City is able to achieve expected VMT. 2

The Circulation Element of the General Plan outlines goals, objectives, and policies guiding the development and operation of the City's circulation system. Of particular relevance to the Proposed Plan is Goal 3, which seeks to establish a circulation system that maximizes efficiency through the application of transportation system management (TSM) and transportation demand management (TDM) strategies. In support of this goal, Policy 3.4 encourages the implementation of employer-based TDM measures, consistent with the City's adopted TDM ordinance and the Southern California Air Quality Management District's Regulation 15 Program.

As noted in Caltrans' comment letter dated May 3, 2024, safety and multi-modal conflict analyses were requested for several key intersections near State facilities. However, based on the environmental documents provided to date, it appears that detailed safety evaluations—such as queuing analyses—have not been performed for the intersections listed in the letter. These include:

- I-5/Imperial Highway
- I-5/San Antonio Drive
- I-5/Rosecrans Avenue
- I-105/Studebaker Road
- I-605/Firestone Boulevard
- I-605/Imperial Highway
- I-605/Rosecrans Avenue

3

Letter 1

Given the scale of the Heart of Norwalk Specific Plan and its potential impacts on circulation and land use, Caltrans recommends a safety analysis such as queuing analysis with existing signal timing be prepared at above intersections providing access to the State Highway System. These locations may see increased volumes and turning movements under buildout conditions, raising the risk of spillback onto freeway off-ramps. When impacts are identified, this analysis would determine mitigation measures such as signal timing adjustments, intersection modifications, Transportation System Management (TSM), or additional TDM strategies consistent with Caltrans' *Transportation Demand Management Toolbox*: 3

https://transportationplanning.onramp.dot.ca.gov/downloads/transportationplanning/files/regionalplanning/Final%20Draft%202023%20LDR%20TDM%20Toolbox%20071923.pdf

Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications. 4

Oversized vehicle transport on State highways requires a Caltrans transportation permit. Large truck trips should be limited to off-peak hours during construction and operation. All construction loads must be tarped. A truck and construction traffic management plan may be required for projects near I-5 on/off-ramps, and any lane closures or detours impacting freeway access must be coordinated with Caltrans. 5

Stormwater runoff is a sensitive issue in Los Angeles County. Projects must ensure clean runoff discharge and are prohibited from discharging stormwater onto State highway facilities without an approved management plan. 6

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator, at (213) 269-1124 and refer to GTS # LA-2024-04840-DPEIR.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse

Letter 1 **California Department of Transportation, District 7**
Miya Edmonson, LDR/CEQA Branch Chief
100 S. Main Street, MS 16
Los Angeles, CA 90012
August 4, 2025

Response 1-1

The commenter provides an overview of the Proposed Plan. The comment is noted. No further response is required.

Response 1-2

The commenter provides an overview of the VMT analysis provided in the PEIR, specifically that transportation impacts of the Plan have been reviewed against the Los Angeles County Vehicle Miles Traveled (VMT) thresholds, since the City of Norwalk has not adopted its own thresholds. This analysis revealed that the Plan would reduce VMT compared to current conditions and future projections. The VMT impact is considered less than significant, and no mitigation is needed. This comment is noted. No further response is required.

Response 1-3

The commenter states that Caltrans supplied a comment letter dated May 2, 2024, that requested safety and multi-modal conflict analyses for several key intersections near State facilities. These include: I-5/Imperial Highway, I-5/San Antonio Drive, I-5/Rosecrans Avenue, I-105/Studebaker Road, I-605/Firestone Boulevard, I-605/Imperial Highway, I-605/Rosecrans Avenue. This comment is addressed in **Section 2.2**, below. No further response is required.

Response 1-4

The commenter states that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications must meet all mandatory design standards and specifications. All work will be conducted in accordance with Caltrans requirements. This comment is noted. No further response is required.

Response 1-5

The commenter provides an overview of requirements from Caltrans. Oversized vehicle transport on State highways requires a Caltrans transportation permit. These truck trips should be limited to off-peak hours during construction and operation. All construction loads must be tarped. A truck and construction traffic management plan may be required for projects near I-5 on/off ramps, and any lane closures or detours impacting freeway access must be coordinated with Caltrans. All work will be conducted in accordance with Caltrans requirements. This comment is noted. No further response is required.

Response 1-6

The commenter states that stormwater runoff is a sensitive issue in Los Angeles County and that projects must ensure clean runoff discharge, and these projects are prohibited from discharging stormwater onto State highway facilities without an approved management plan. The commenter is referred to **Section 3.6, Hydrology and Water Quality**, of the PEIR, which addresses stormwater requirements. This comment is noted. No further response is required.

Letter 2

LOS ANGELES COUNTY SANITATION DISTRICTS
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

July 14, 2025

Ref. DOC 7530696

VIA EMAIL CRojas@norwalkca.gov

Mr. Carlos Rojas, Senior Planner
City of Norwalk Community Development
12700 Norwalk Boulevard, Room 12
Norwalk, CA 90650

Dear Mr. Rojas:

NOA Response to Heart Of Norwalk (HON) Specific Plan

The Los Angeles County Sanitation Districts (Districts) received a Notice of Availability (NOA) of a Draft Environmental Impact Report (DEIR) for the subject project located in the City of Norwalk (City) on June 27, 2025. The proposed project is located within the jurisdictional boundaries of Districts Nos. 2, and 18. We offer the following comments regarding sewerage service: 1

1. The Districts own, operate, and maintain the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collectors and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the sewerage system in the City except to state that presently no deficiencies exist in Districts' facilities that serve the City. For information on deficiencies in the City's sewerage system, please contact the City's Department of Public Works. 2

2. Future individual development within the Proposed Plan may impact existing and/or proposed District's facilities (e.g. trunk sewers, recycled waterlines, etc.) over which it will be constructed. District's facilities are located directly under and/or cross directly beneath the proposed project alignment. The District cannot issue a detailed response to or permit construction of the proposed project until project plans and specification that incorporate District's facilities are submitted for our review. To obtain copies of as-built drawings of the District's facilities within the project limits, please visit LACSD Underground Utilities or contact the District's Engineering Counter at engineeringcounter@lacsd.org or (562) 908-4288, extension 1205. When project plans that incorporate our facilities have been prepared, please submit copies to the Engineering Counter for our review and comment. 3

3. Future individual development within the Proposed Plan may require a Districts' permit for Industrial Wastewater Discharge. Project developers should contact the Districts' Industrial Waste Section at (562) 908 4288, extension 2900, to reach a determination on this matter. If this permit is necessary, project developers will be required to forward copies of final plans and supporting information for the proposed project to the Districts for review and approval before beginning project construction. Additional information for which can be found on our website at Industrial Wastewater Discharge Permits. 4

4. A copy of the District's average wastewater generation factors is available on our website at Table 1, Loadings for Each Class of Land Use. 5

5. The wastewater generated by future individual development within the Proposed Plan will be treated at the Los Coyotes Water Reclamation Plant located in the City of Cerritos, which has a capacity of 37.5 million gallons per day (mgd) and currently processes an average recycled flow of 21.0 mgd. 6

6. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this future individual development is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, please contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727. If an Industrial Wastewater Discharge Permit is required, connection fee charges will be determined by the Industrial Waste Section. 7

7. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service but is to advise the City that the Districts intend to provide this service up to the levels that are legally permitted and to inform the City of the currently existing capacity and any proposed expansion of the Districts' facilities. 8

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2742, or phorsley@lacsd.org.

Very truly yours,

Patricia Horsley

Patricia Horsley
Environmental Planner
Facilities Planning Department

PLH:plh

Letter 2 **Los Angeles County Sanitation Districts**
Patricia Horsley, Environmental Planner
1955 Workman Mill Road
Whittier, CA 90607-4998
July 14, 2025

Response 2-1

The comment is an introduction to detailed comments, which are addressed below. No further response is required.

Response 2-2

The commenter states that local collectors and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. The District cannot comment on any deficiencies in the sewerage system in the City except to state that presently no deficiencies exist in Districts' facilities that serve the City. This comment is noted. Sewer capacity is discussed in **Section 3.12, Utilities and Service Systems,** of the Draft EIR. As demonstrated in **Section 3.12,** impacts related to sewer capacity and the need for new infrastructure would be less than significant.

Response 2-3

The commenter states that future individual development within the Proposed Plan may impact existing and/or proposed District facilities over which it will be constructed. The District cannot issue a detailed response to or permit construction of the proposed project until project plans and specifications that incorporate District facilities are submitted for review. Commenter requests that when project plans that incorporate District facilities have been prepared, copies be submitted to the Engineering Counter for their review and comment. As individual projects are built out over the lifetime of the Plan, coordination with LASAN will be ongoing. The comment does not raise an issue regarding the environmental analysis in the Draft PEIR. No further response is required.

Response 2-4

The commenter notes that future individual development within the Proposed Plan may require a Districts' permit for Industrial Wastewater Discharge. Commenter encourages project developers to contact the Districts' Industrial Waste Section at (562) 908-4288, extension 2900, to reach a determination on this matter. If this permit is necessary, project developers will be required to forward copies of final plans and supporting information for the proposed project to the Districts for review and approval before beginning project construction. The ability for the Project to increase wastewater is analyzed at the program level in **Section 3.12, Utilities and Service Systems,** of the Draft PEIR. The comment does not raise an issue regarding the environmental analysis in the Draft PEIR. No further response is required.

Response 2-5

The commenter provides a link to the Districts' average wastewater generation factors: https://www.lacsd.org/home/showpublisheddocument/3644/637644575489800000. This comment is noted. No further response is required.

Response 2-6

The commenter states that wastewater generated by future individual development within the Proposed Plan will be treated at the Los Coyotes Water Reclamation Plant located in the City of Cerritos, which has a capacity of 37.5 million gallons per day (mgd) and currently processes an average recycled flow of 21.0 mgd. This information has been added to the Final PEIR; please refer to Corrections and Additions.

Response 2-7

The commenter informs the reader that the Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. Payment of a connection fee may be required before this future individual development is permitted to discharge to the Districts' Sewerage System. If an Industrial Wastewater Discharge Permit is required, connection fee charges will be determined by the Industrial Waste Section. This comment does not raise an issue related to the environmental analysis in the Draft EIR. Program level impacts related to wastewater are addressed in **Section 3.12, Utilities and Service Systems**, of the Draft EIR.

Response 2-8

The commenter states the available capacity of the Districts' treatment facilities will be limited to levels associated with the approved growth identified by SCAG. As discussed in **Section 3.12, Utilities and Service Systems**, the proposed plan is consistent with SCAG estimates for growth and would not induce substantial unplanned growth.

Letter 3

Manna LLC
531 Main St, Unit 983
El Segundo, CA 90245
Elie.d.naaman@gmail.com
310-493-8633

Date: July 23, 2025

To:
City of Norwalk Planning Department
12700 Norwalk Blvd
Norwalk, CA 90650

Subject: Zoning Comment – Request for Clarification

Dear Planning Department,

On behalf of Manna LLC, the owner of the property located at 11565 Firestone Blvd (APN: 8048-009-008), I am submitting this formal comment regarding the City of Norwalk's proposed Specific Plan and draft zoning map. We respectfully submit the following requests and clarifications for consideration:

1. **Clarification on Zoning Coverage**
   We request clarification as to whether the newly proposed zoning designation is intended to extend over the entire parcel. A clear delineation of zoning boundaries is essential for planning and entitlement purposes. Refer to Exhibit A.

2. **Clarification on Allowable Uses – Townhomes**
   We request clarification as to whether townhomes are permitted by right under the proposed "Active Commercial or Mixed Use" zoning designation. Understanding whether this housing type is allowed will help us plan responsibly and align future development efforts with the City's vision.

3. **Correction of Business Status in Report**
   It has come to our attention that the report associated with the Specific Plan incorrectly states that the car wash business located on our property is closed. This is inaccurate and harmful. Our car wash is fully operational, employing local workers and serving the surrounding community on a daily basis. We respectfully request that this statement be corrected in all public documents and future versions of the report to avoid further reputational or economic harm.

4. **Clarification on Commercial Parking Regulations**
   The proposed zoning appears to permit commercial parking uses. We would

1

appreciate more information regarding what constitutes “commercial parking” and what rules, conditions, or performance standards apply to such uses.

5. **Clarification on Full Commercial Use Along Imperial Highway**
   The zoning synopsis for the Firestone Corridor states that Imperial Highway is to remain a fully commercial corridor. We request clarification as to whether full commercial use will be permitted along the Imperial Highway frontage of our parcel under the new zoning.

1

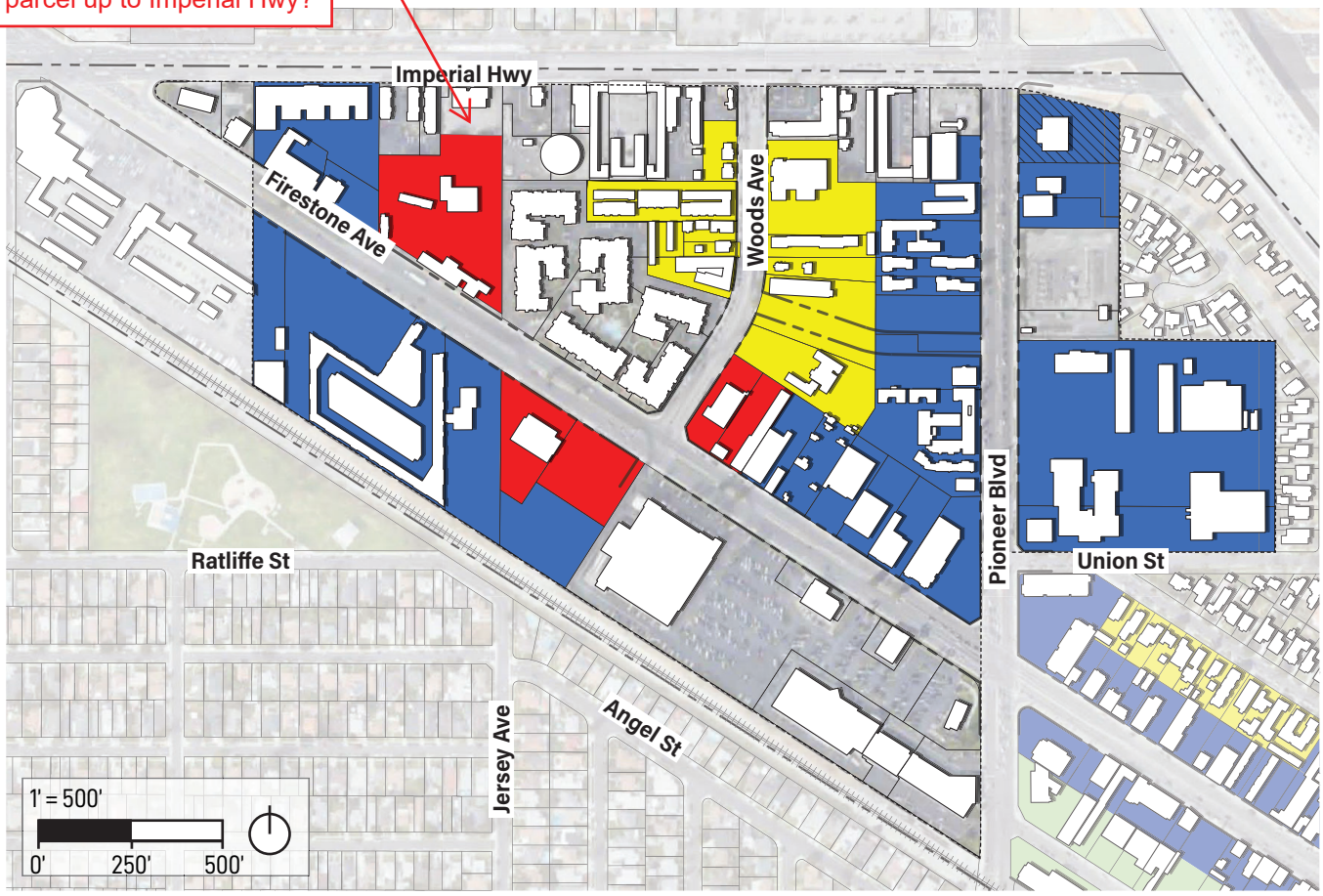
We appreciate the City's efforts in developing the Specific Plan and thank you for the opportunity to submit these comments. We respectfully ask that our requests and clarifications be addressed and incorporated into the final version of the plan.

This letter is submitted solely for the purpose of seeking clarification and does not constitute a waiver, admission, or commitment on behalf of Manna LLC with respect to any existing or proposed use of the property.

Sincerely,
Manna LLC
By: Elie Naaman
Authorized Representative

Attachments:
Exhibit A – Proposed Zoning Boundary Adjustment

Revised zoning to cover the entire parcel up to Imperial Hwy?



Permitted Uses

All rezoned areas permit residential use, in recognition not only of market conditions driving redevelopment, but also the existence of intermittent residential uses throughout the Triangle District today. Commercial requirements are concentrated along Firestone Boulevard, continuing the line created by the Northgate Market shopping center to the west around the district center. Other portions of major streets are given flexible use requirements. Woods Avenue is zoned residential in recognition of the lower visibility of the corridor. Civic uses are permitted in this residential area, however, ensuring that the existing religious congregations are able to remain.

- Flexible Residential and/or Commercial
- Active Commercial or Mixed Use
- Residential Only
- Drive - Thru Overlay

Letter 3 **Manna LLC**
531 Main Street, Unit 983
El Segundo, CA 902
July 23, 2025

Response 4-1

The commenter states that they have prepared this response on behalf of Manna LLC, the owner of the property located at 11565 Firestone Boulevard (APN: 8048-009-008), regarding the City of Norwalk's proposed Specific Plan and draft zoning map. The comments are questions and clarifications related to the Specific Plan. The comments do not relate to the environmental review of the Project, nor do they raise a comment within the meaning of CEQA. The comment will be forwarded to the decision maker prior to making a final decision on the Project.

2.2 CORRECTIONS AND ADDITIONS

As required by *State CEQA Guidelines* Section 15088, this section provides corrections or clarifications of certain statements in the DEIR. The correction(s) and/or addition(s) do not constitute significant new information, as defined by *State CEQA Guidelines* Section 15088.5, because none would result in new significant impacts or a substantial increase in the severity of any impact already identified in the DEIR. New information is not significant unless the DEIR changes in a way that deprives the public of a meaningful opportunity to be informed about the Project. Specifically, Section 15088.5(a) defines significant new information that requires recirculation to be any of the following:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

4. The DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Corrections or additional information have been added to the DEIR pursuant to *State CEQA Guidelines* Section 15132, as part of the preparation of the Final EIR (FEIR). Additions to the text of the DEIR are shown by underline, and deletions from the text of the DEIR are shown by strikethrough unless otherwise described.

Since the release of the Draft PEIR, several modifications have been made to the Specific Plan. The changes are primarily text changes to account for planned development projects and to account for the outcome of community engagement activities. Additional changes to the Plan include:

- Text added mentioning the Plan's consistency with the City's Bicycle Masterplan.
- Changes to street tree recommendations
- Correction of page number references and section number references where needed.
- New Street, formerly in the Triangle District, changed to a passthrough

- Changed the zoning of the Saddleback Hotel site to Flexible Residential and/or Commercial
- Edited residential parking requirement language in the Specific Plan
- Changes to the Permitted Use Tables:
  - Adding mixed use as a use, drawing the definition from the Municipal Code; the Code defines mixed use as any combination of two uses. Note that this means that in districts that allow no residential (e.g., Front Street), mixed use is still allowed (e.g., office/retail mixed use).

None of the changes described below would materially change the analysis in the Draft PEIR.

As noted above, the following corrections and additions included herein involve minor modifications that clarify or amplify information contained in the Draft PEIR, and none would result in new significant impacts from those identified in the Draft PEIR impact analysis or conclusions.

Project Description

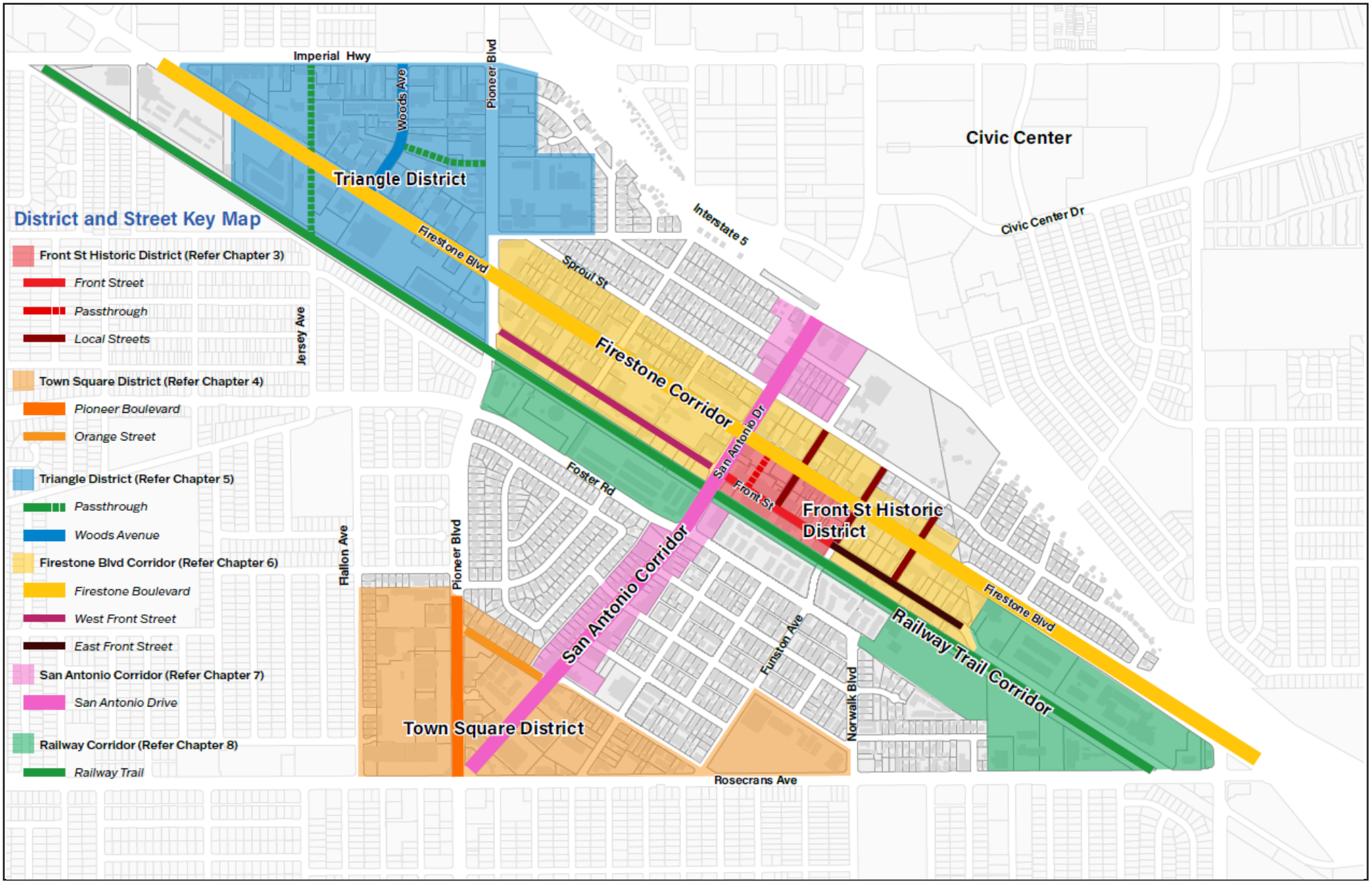
Page 2.0-13 – **Figure 2.0-5, Specific Plan Districts**, has been updated to reflect the replacement of the "New Street" in the Triangle District with a passthrough. Updated figure shown below.

Page 2.0-15 - Revise the sixth sentence in the first paragraph to read as follows:

> "As such, residential uses <u>(excluding mixed use land uses)</u> would be prohibited along Front Street to preserve the Proposed Plan's vision of revitalizing the street."

Page 2.0-15 – Revise the second sentence in the second paragraph to read as follows:

> "While no residential use is allowed on Front Street <u>(excluding mixed use land uses)</u>, much of Firestone Boulevard, San Antonio Drive, and the transitional neighborhoods adjacent to the Norwalk Arts and Sports Complex (some of which are outside the boundary of the Front Street Historic District), are zoned with densities of 60-80 du/ac in order to facilitate the evolution of this part of Norwalk into a vibrant, pedestrian-oriented district over time. San Antonio Boulevard between Orange Street and Foster Road would be zoned with a residential density of 40 dwelling units/acre (du/ac)."



SOURCE: City of Norwalk, 2025

FIGURE **2.0-5**

Specific Plan Districts

IMPACT SCIENCES

1335.007•04.25

Transportation

Page 3.11-20 – Revise the first sentence in the first paragraph to read as follows:

> On May 2, 2024, Caltrans supplied a comment letter requesting safety and multi-modal conflict analyses for several key intersections near State facilities. These included: I-5/Imperial Highway, I-5/San Antonio Drive, I-5/Rosecrans Avenue, I-105/Studebaker Road, I-605/Firestone Boulevard, I-605/Imperial Highway, I-605/Rosecrans Avenue. In response to this request, a traffic analysis study area was determined based on collaboration with the City and project team. This study area included 10 key intersections where traffic volumes were anticipated to be most affected by both land use plan buildout and circulation network modifications (i.e., signal phasing changes, roadway reconfiguration due to new bike facilities, etc.). One of the 10 intersections was the I-5 Southbound Ramps/San Antonio Drive intersection. Note that the Project does not propose any circulation network modifications at the freeway interchanges mentioned in the Caltrans comment letter.
>
> To further confirm the adequacy of the analysis study area, the Project's traffic engineering firm, Iteris, has reviewed the SCAG regional modeling outputs (which were also used for the CEQA analysis) for both existing and "with Project" scenarios in order to estimate the relative effects that Project-related traffic would have on the freeway interchanges in the vicinity. Based on the review, the daily model volume differences between existing and "with Project" ranged from 2% – 6% at the freeway interchange ramps, with a weighted average of 1.5% difference (when considering all interchanges). Thus, it can be concluded that the Project's effects on safety/off-ramp queuing at the freeway interchanges would be minimal, thus not requiring further detailed analysis.

Utilities and Service Systems

Page 3.12-24 – Revise the third sentence of the second paragraph under **3.12.1.2, Wastewater**, to read as follows:

~~According to a service letter prepared for the Norwalk Entertainment District, the Los Coyotes WRP currently processes an average flow of 23.1 MGD.~~ Wastewater generated by future individual development within the Proposed Plan will be treated at the Los Coyotes Water Reclamation Plant located in the City of Cerritos, which has a capacity of 37.5 million gallons per day (mgd) and currently processes an average recycled flow of 21.0 MGD.

3.0 MITIGATION MONITORING & REPORTING PROGRAM

3.1 INTRODUCTION

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with Section 21081.6 of the California Environmental Quality Act (CEQA). It is the intent of this program to: (1) verify satisfaction of the required mitigation measures of the Program EIR (PEIR); (2) provide a methodology to document implementation of the required mitigation measures; (3) provide a record of the Monitoring Program; (4) identify monitoring responsibility; (5) establish administrative procedures for the clearance of mitigation measures; (6) establish the frequency and duration of monitoring; and (7) use existing review processes wherever feasible.

This MMRP describes the procedures that will be used to implement the mitigation measures adopted in connection with the approval of the project and the methods of monitoring such actions. Each mitigation measure is identified in **Table 3.0-1, Mitigation Monitoring and Reporting Program Matrix**.

Table 3.0-1
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
Impact – Air Quality		
MM AQ-1: Dust-Control Compliance with SCAQMD Rule 403. a. **Applicability Threshold:** Any project whose Ground Disturbance Activities construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department. b. **Standard:** Consistent with SCAQMD Rule 403, best available dust control measures shall be implemented during Ground Disturbance Activities and active construction operations capable of generating dust.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.
MM AQ-2: Equipment Maintenance. a. **Applicability Threshold**: Any project whose construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department. b. **Standard**: Maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be maintained per the proof of compliance requirements for a minimum of five years after the Certificate of Occupancy is issued.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.
MM AQ-3: Vehicle Idling Limit and Notification Signs. **a.** **Applicability Threshold:** Any project whose construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department. **b.** **Standard:** Vehicle idling during construction activities shall be limited to five minutes as set forth in the California Code of Regulations, Title 13, Section 2449. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.
MM AQ-4: Non-Diesel Fueled Electrical Power. **a.** **Applicability Threshold:** Any project whose construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department. **b.** **Standard:** Electricity from power poles rather than temporary gasoline or diesel-powered generators shall be used to the extent available and feasible.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
MM AQ-5: Emissions Standard for Off-Road Construction Equipment Greater than 50 Horsepower. **a. Applicability:** Any project whose construction activities involve the use of construction equipment, require a permit from City of Norwalk Community Development Department, and involve at least 5,000 cubic yards of on-site cut/fill on any given day. **b. Standard:** All off-road diesel-powered construction equipment equal to or greater than 50 horsepower shall meet the U.S. Environmental Protection Agency's (U.S. EPA) Tier 4 emission standards during construction. Operators shall maintain records of all off-road equipment associated with Project construction to document that each piece of equipment used meets these emission standards per the proof of compliance requirement for a minimum of five years after the Certificate of Occupancy is issued. In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.
MM AQ-6: Use of Low Polluting Fuels. **a. Applicability Threshold:** Any project whose construction activities involve the use of construction equipment, require a permit from City of Norwalk Community Development Department, and involve at least 5,000 cubic yards of on-site cut/fill on any given day. **b. Standard:** Construction equipment less than 50 horsepower shall use low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline). In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.
MM AQ-7: Emission Standards for On-Road Haul Trucks. **a. Applicability Threshold:** Any project whose construction activities involve the use of construction equipment, require a permit from City of Norwalk Community Development Department, and involve more than 90 round-trip haul truck trips on any given day for demolition debris and import/export of soil. **b. Standard:** Construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet the California Air Resources Board's (CARB) 2010 engine emissions standards at 0.01 g/bhp-hr. of particulate matter (PM) and 0.20 g/bhp-hr. of nitrogen oxides (NOX) emissions. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards per the proof of compliance requirements in Subsection I.D.6. In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
MM AQ-8: Routes for On-Road Haul Trucks. **a. Applicability Threshold:** Any project whose construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department. **b. Standard:** Construction contractors shall reroute construction trucks away from congested streets or Sensitive Uses, as feasible. The burden of proving that compliance is infeasible shall be upon the Applicant or Owner. Where avoiding Sensitive Uses and congested streets altogether is infeasible, routing away from Sensitive Uses shall be prioritized over routing away from congested streets.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.
MM AQ-9: During a case review of individual projects, the City shall consider the application of the following strategies to reduce mobile emissions to the maximum extent feasible: • Provide preferential carpool/vanpool parking spaces for office uses. • Provide for shuttle/mini bus services for hotel uses. • Provide onsite child-care centers. • Provide transit design features within development. • Employ a transportation/rideshare coordinator at commercial uses. • Implement a rideshare program. • Provide incentives for employees to rideshare or take public transportation. • Provide bicycle paths that link to an external network. • Provide pedestrian facilities. • Integrate affordable and below market rate housing. • Provide electric vehicle charging. • Reduce parking supply. • Implement subsidized or discounted transit program. • Implement bike-sharing program.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.
Impact – Cultural Resources		
MM CUL-1: Historical Built Environmental Studies. For projects where demolition of structures greater than 50 years is proposed, prior to the issuance of any demolition permits, the applicant shall prepare an inventory of buildings proposed for demolition located on the project site. The project applicant, under the direction of the City, shall retain a historian or architectural historian who meets or exceeds the Secretary of Interior's Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures in accordance with CEQA. If such documentation and evaluation indicate that the building or structure qualifies as a significant historical resource, the resource shall be avoided, and significant features shall be preserved in place if feasible. If avoidance or preservation is not feasible, a Historical Resources Treatment Plan, or similar proposed plan, shall be prepared and implemented. Further documentation may be required and may include but is not limited to archival quality photographs, measured drawings, oral histories, interpretive signage, and/or other measures including, potentially, alteration of the resource in accordance with Secretary of the Interior's Standards or relocation of the resource.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
As defined in the California Code of Regulations (CCR) Title 4(3) Section 15126.4 (b)(2), in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to point where clearly no significant effect on the environment would occur. In these cases, the Historical Resources Treatment Plan, or comparable plan, shall also evaluate the feasibility of retaining significant buildings or structures in their original locations and rehabilitating them according to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings.		
MM CUL-2: Archaeological Resource Studies. Prior to any approval by the City for projects that involve any demolition, grading, trenching, or other ground disturbance, a Phase I Cultural Resources Study conducted by a qualified archaeologist meeting the Secretary of the Interior standards in archaeology shall be required. A Phase I study shall include a pedestrian survey of the project site to identify potential surficial archaeological resources and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. If the project site is completely paved and/or developed, a pedestrian survey may not be required. Archival research should include, at minimum, a records search conducted at the South Central Coast Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the NAHC of the project site. If the Phase I does not indicate any archeological resources, no further study is required. If the Phase I Report indicates potential for important archeological resources that may be eligible for CRHR, a Phase 2 report may be required if the identified resources cannot be avoided and preserved in place. Where preservation is not feasible, a Phase 2 evaluation for significance and eligibility for listing in the CRHR may be required. The Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains. Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)". Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated at an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant. If any of the resources meet CRHR significance standards, the City shall ensure that all feasible recommendations for mitigation of impacts are incorporated into the final design and any permits issued for development. Any necessary archaeological data recovery excavation shall be carried out by a Registered Professional Archaeologist	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof. As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities including, at minimum, requirements to follow for unanticipated archaeological discoveries during construction.		
MM CUL-3: Unanticipated Discovery of Human Remains. Consistent with the regulatory provisions to address the handling of human remains in California Health and Safety Code § 7050.5, PRC § 5097.98, and CEQA Guidelines § 15064.5(e), in the event that human remains are discovered, it requires that disturbance of the site shall be suspended, encountered during site disturbance, grading, or other construction activities on the project site, the construction contractor shall halt work within 25 feet of the discovery. The Project Applicant shall immediately notify the City of Norwalk and the Los Angeles County Coroner. The coroner shall conduct an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative, in the manner provided in § 5097.98 of the PRC. The coroner is required to make a determination within two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall consult with the NAHC by telephone within 24 hours, to designate a Most Likely Descendant (MLD) who shall recommend appropriate measures to the landowner regarding the treatment of the remains. If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.
MM CUL-4: Unanticipated Discovery of Tribal Cultural Resources. In the event that a cultural resource of Native American origin is identified in the Plan Area during the implementation of **Mitigation Measure MM CUL-2** or during any project-related ground disturbance, the City of Norwalk, as Lead Agency, shall consult with local Native American tribes who have requested notification of projects under AB 52. If the City, in consultation with the local Native American tribe(s), determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with representatives of the Native American tribe(s). The mitigation plan may include but would not be limited to avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
Impact – Hazards and Hazardous Materials		
MM HAZ-1: For discretionary projects within the Plan Area, prior to construction activities onsite, a Phase I investigation shall be conducted to assess if there are any reasons to suspect that hazardous materials could be present. If current or past use of contaminants of potential concern are discovered through the Phase I investigation, or if the property has ever contained a gas station, dry cleaners or hazardous chemical storage tanks, a Phase II would be required. The Phase II investigation shall be conducted in accordance with guidelines developed by the Department of Toxic Substances Control (DTSC) and Environmental Protection Agency (EPA) for site assessments. The Phase II investigation shall estimate the potential threat to public health and the environment if concentrations of pesticides are encountered using methods outlined in DTSC's Preliminary Endangerment Assessment Guidance Manual and DTSC's Screening Level Human Health Risk Assessment guidance for implementing screening level risk analysis. The Phase II investigation shall be submitted to the City of Norwalk for review and approval by an independent third-party reviewer. If the Phase II testing reveals concentrations of contaminants above health-based screening levels for residential exposure, remediation of the site shall be required to address residual contamination above health-based level of concern. Remediation may include excavation and disposal of impacted soil or capping elevated areas beneath paved areas. The Construction Contractor shall implement the recommendations outlined in the Phase II.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.
Impact – Noise		
MM NOI-1: During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce construction noise levels to the maximum extent feasible: • Mufflers. Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards. • Electrical Power. Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities. • Equipment Staging. All stationary equipment shall be staged as far away from the adjacent sensitive receptors as feasible. • Equipment Idling. Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use. • Workers' Radios. All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity. • Smart Back-up Alarms. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
• Disturbance Coordinator. Project applicants shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and identify remedies to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.		
MM NOI-2: During case-by-case review of individual projects, the City shall consider the application of the following strategy to reduce construction noise levels to the maximum extent feasible: • Temporary Sound Barriers. For construction activities located directly adjacent to sensitive receivers (e.g., residences, schools), temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent receivers during the demolition, site preparation, grading phases, and building phases of construction. Temporary sound barriers shall consist of either sound blankets or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise. Barriers shall be placed such that the line-of-sight between noise-generating construction equipment and adjacent sensitive land uses is blocked and shall be placed as close to the source equipment as feasible. As an alternative, applicants may prepare a Noise Study that demonstrates construction noise would not exceed noise standards at nearby sensitive resources. The Noise Study shall incorporate best management practices and other noise reduction measures to reduce noise levels.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.
MM NOI-3: Prior to any grading or construction activity within 25 feet of an extremely fragile building (as defined in Caltrans' Transportation and Construction Vibration Guidance Manual, April 2020) or any construction activity associated with the rehabilitation of an extremely fragile building, applicants shall prepare a Vibration Control Plan. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to: • Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving. • Use of rubber-tired equipment rather than metal-tracked equipment. • Avoiding the use of vibrating equipment when allowed by best engineering practices. The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected buildings. The survey letter shall provide a shoring design to protect the buildings from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer's recommendations. A Statement of Compliance signed by the Applicant and Owner is required to be submitted to Building and Safety at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above, shall be documented by a qualified structural engineer, and shall be provided to the City upon request.	Ongoing as projects are proposed	City of Norwalk Department of Public Services, City of Norwalk Community Development Building and Safety Division.

4.0 LIST OF EIR PREPARERS

Impact Sciences, Inc., has prepared this environmental document for the City of Norwalk. Persons directly involved in the review and preparation of this report include:

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