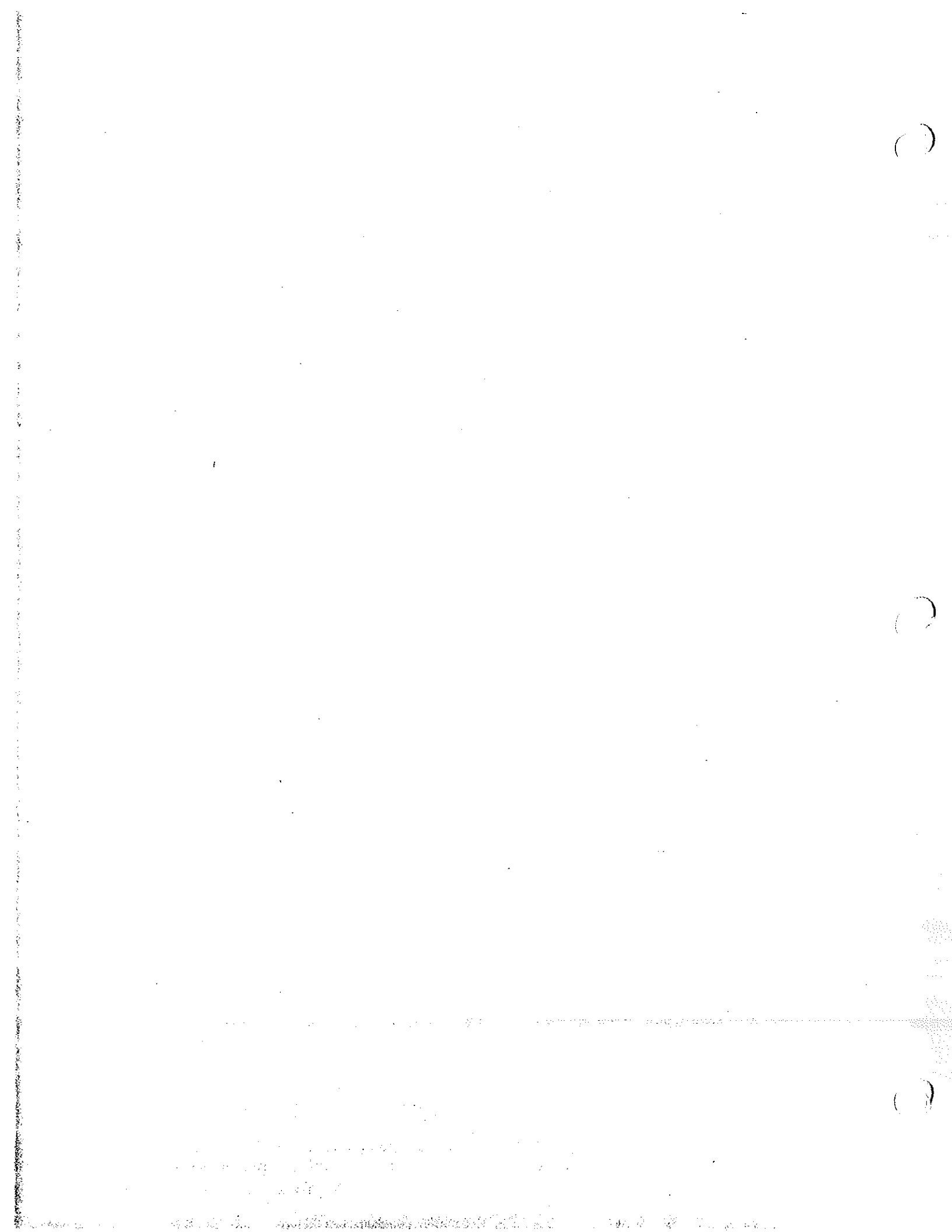
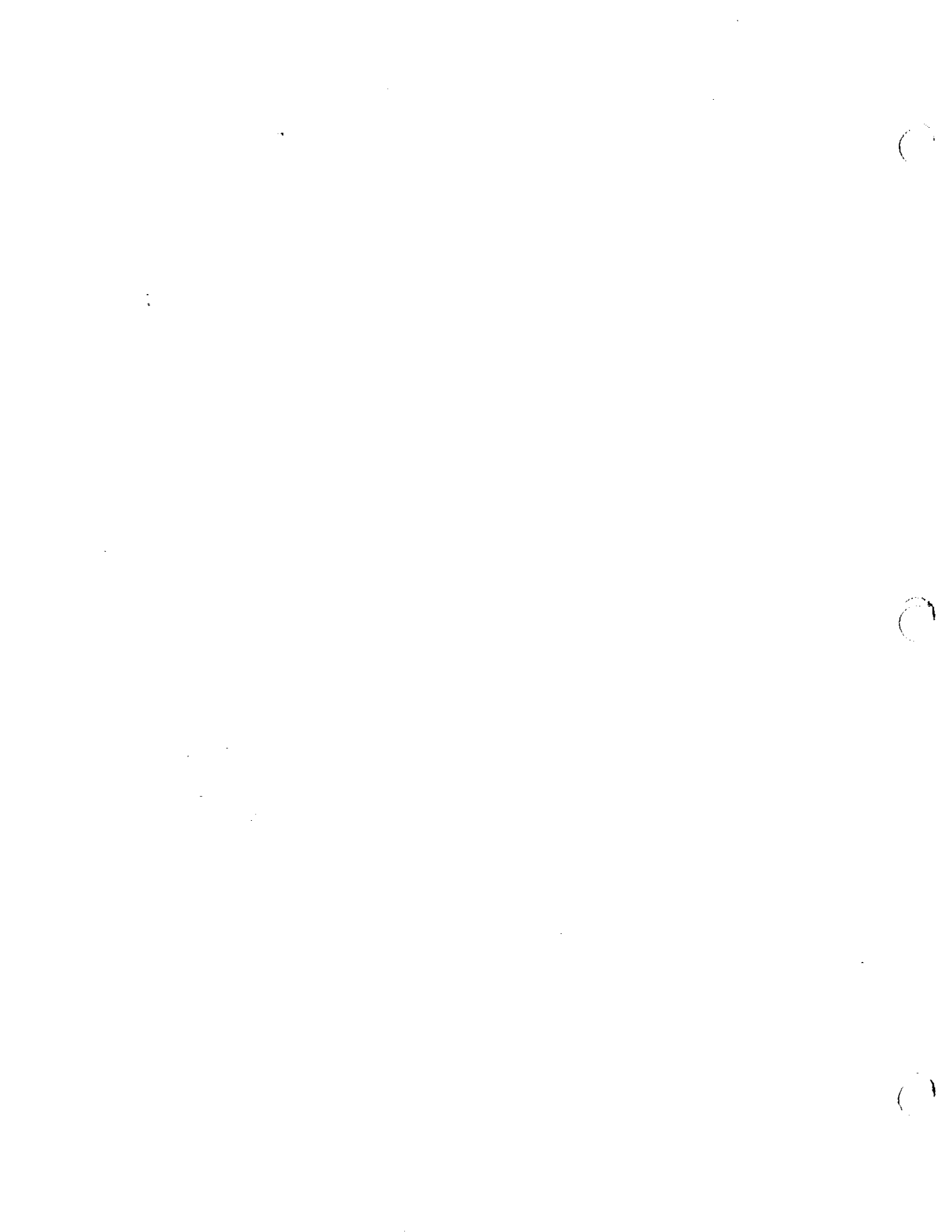


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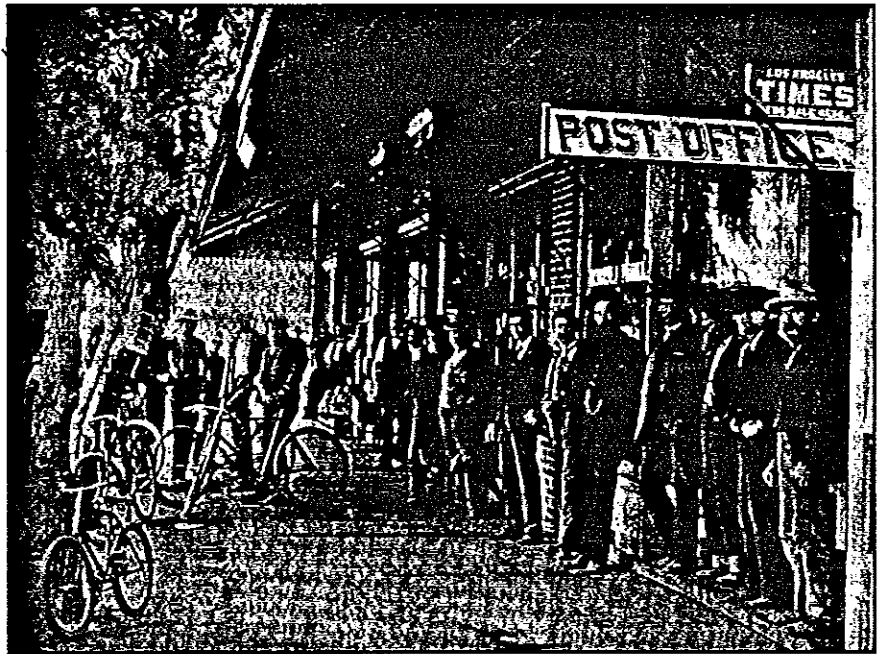


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SECTION 3

Area Plans



Front Street, 1890's

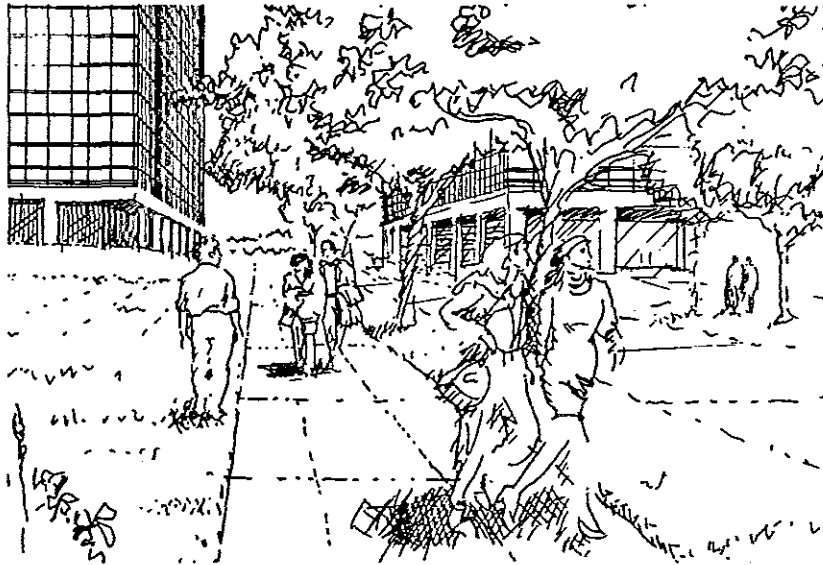
Certain areas of Norwalk have the potential to profoundly effect the future social, physical, and economic development of the City. Due to their location, size, accessibility and development potential, these areas require a more focused assessment of planning, urban design and economic opportunities 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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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,

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

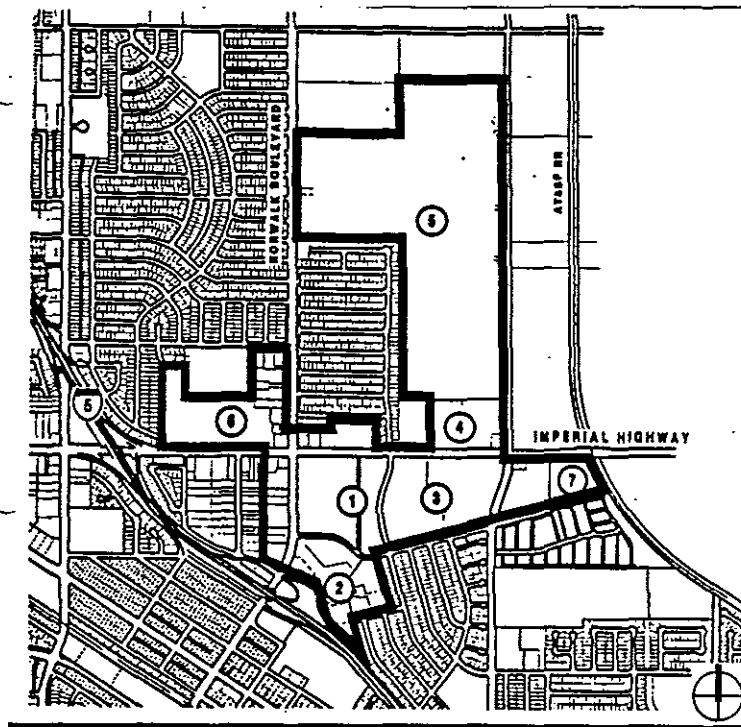
In essence, City Center will be a place where business, government, cultural and public amenities will be integrated. City Center will function as a genuine civic center, a place belonging to the citizens of Norwalk.

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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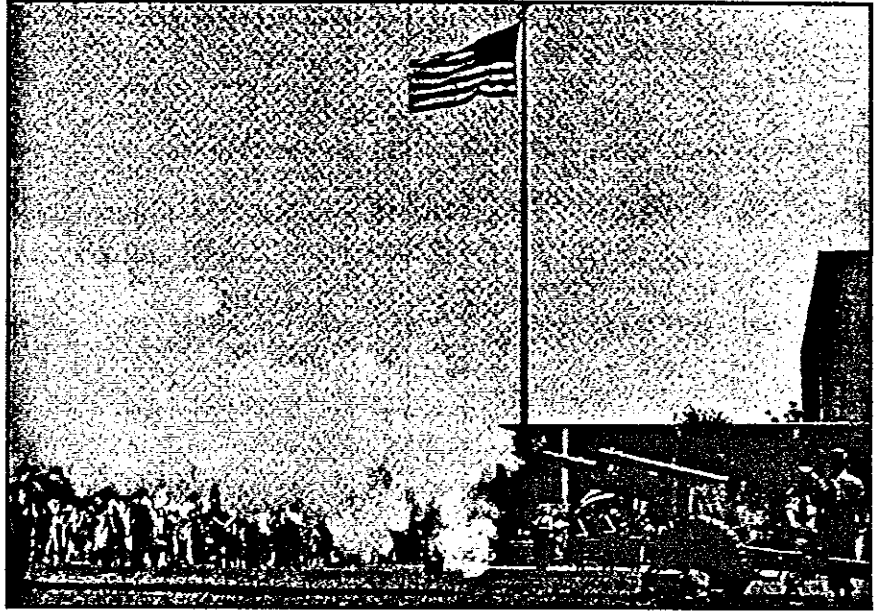


LEGEND

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

3. Land Uses

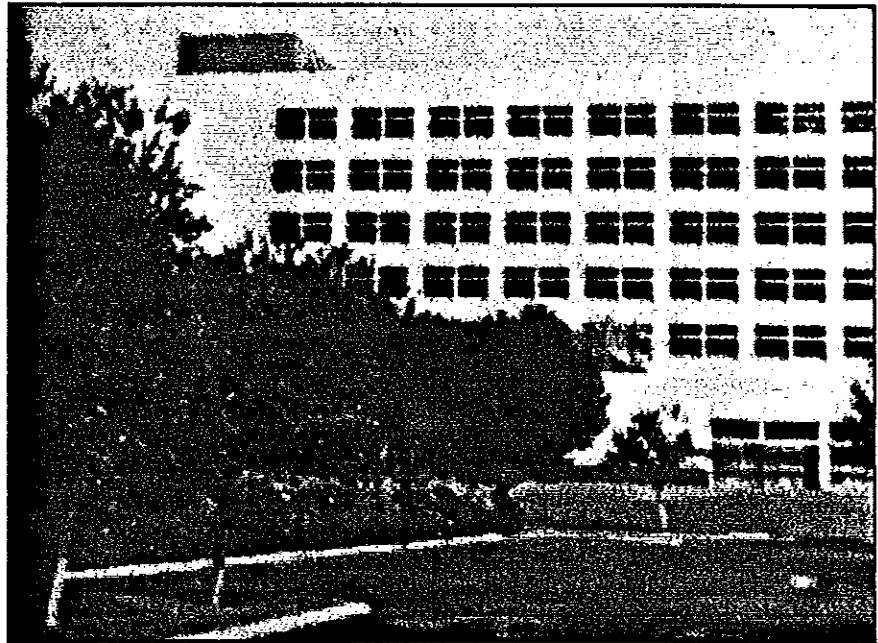
City Center will have a mix of compatible land uses. Some of the important sites within City Center are:



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

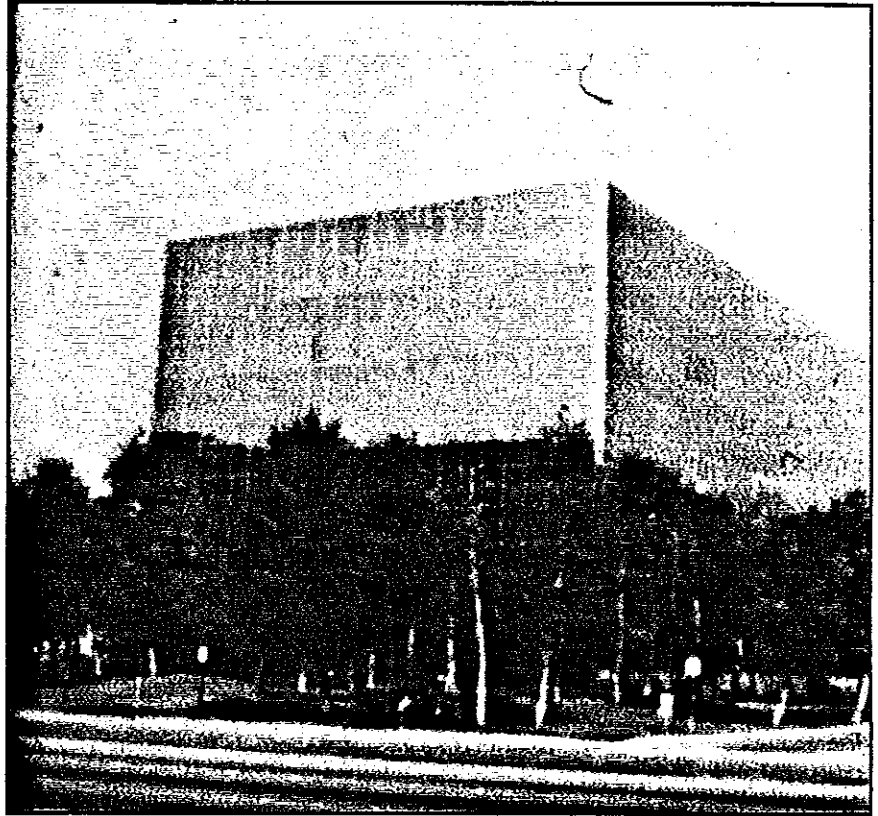
Civic Center: Located at the corner of Norwalk Boulevard and Imperial Highway, this site contains Norwalk's City Hall and the County Sheriffs' Station, Library and Superior Courthouse. This site has the opportunity to be developed into a major civic facility with new office buildings and cultural facilities.

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.



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.



Office building occupied by GTE

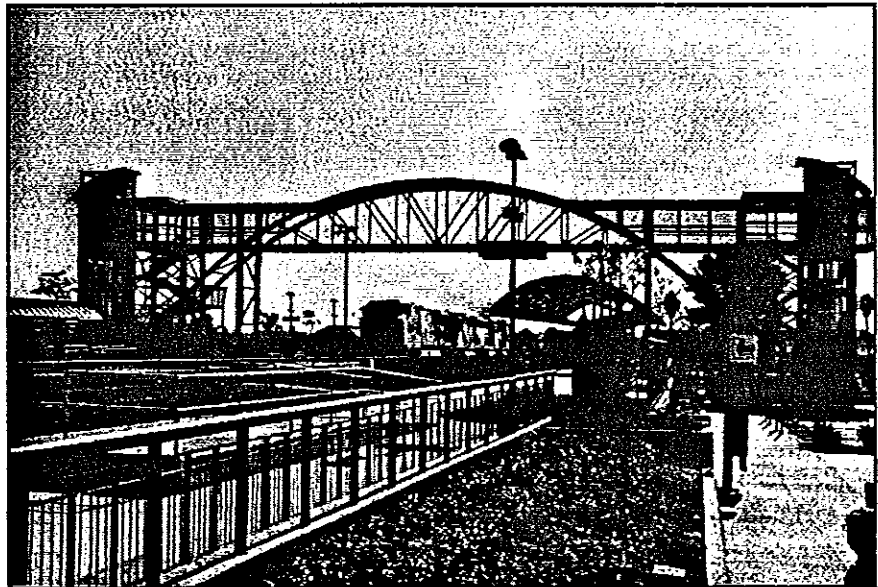
Professional Office Site 2: Located on Imperial Highway, at the northeast corner of the intersection of Imperial Highway and Bloomfield Avenue, this site is presently occupied by one building. As a long-term strategy, this site is envisioned to be developed with additional office space.

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.

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

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

County Library, the County Courthouse, the County of Los Angeles Registrar-Recorder and Clerk, and a Sheriffs' 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,

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.

- **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

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

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

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,

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.

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

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

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.

- 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

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.

B. San Antonio Village Area Plan



1. 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

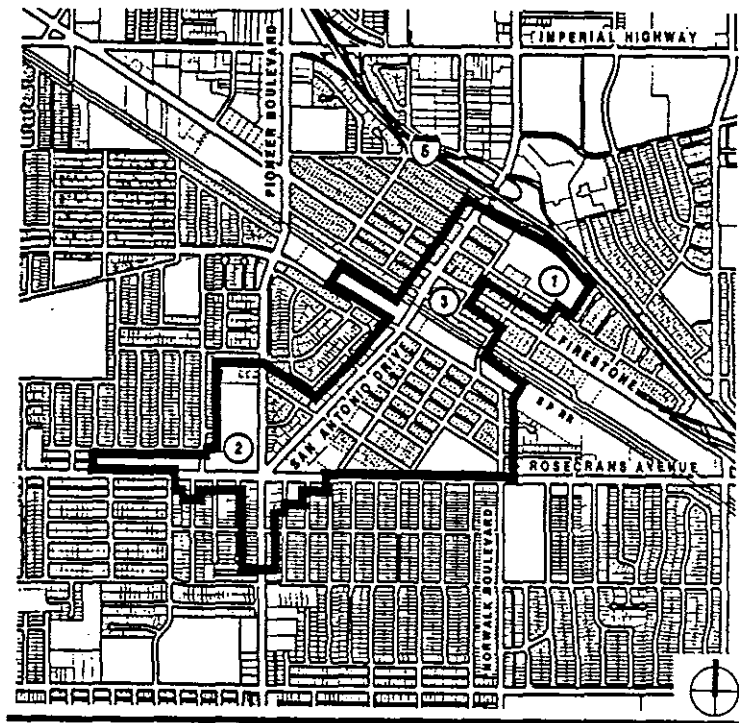
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shops, in a well-lit and safe environment, will provide the center of public night life. The pedestrian scaled design and tree-lined streets will offer an ambiance that encourages evening strolls and family outings.

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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LEGEND

1. Norwalk Park
2. Norwalk Square
3. Front Street

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

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.



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.

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.



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

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 an 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

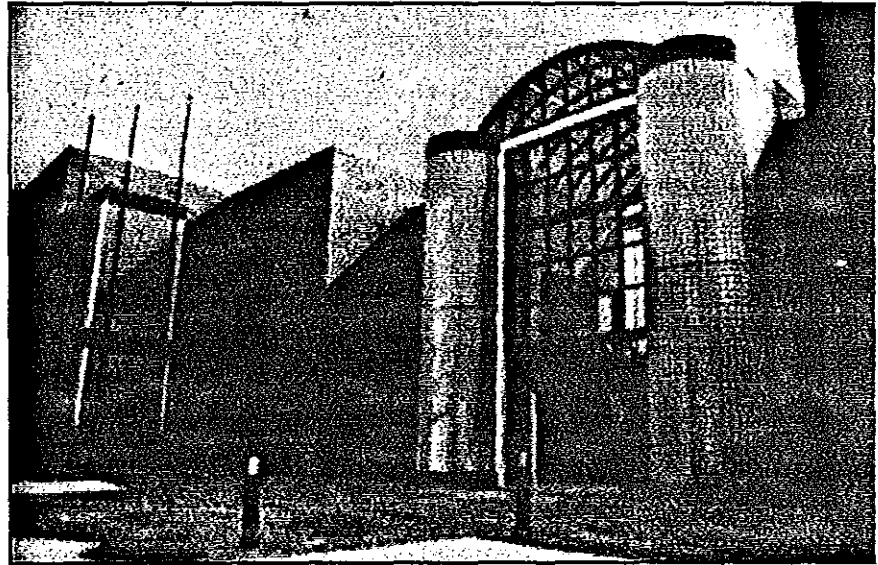
Integration of the residential neighborhoods into the San Antonio Village commercial area is important to its success. The following design concepts are recommended:

- 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

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.

b. Sproul Museum

Located in Norwalk Park, the Sproul House belonged to one of the founding fathers of Norwalk, Gilbert Sproul. 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.



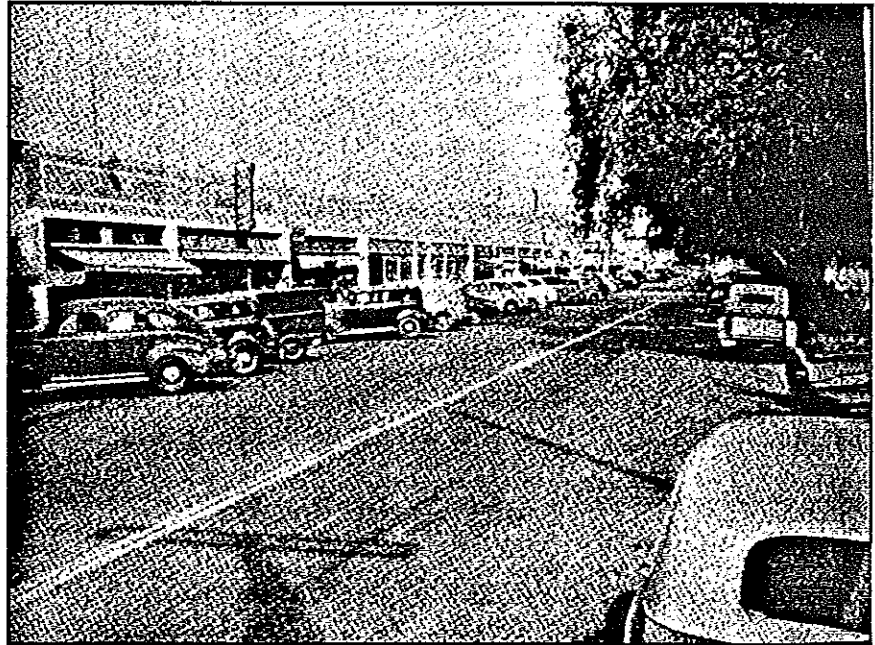
Sproul House

c. Senior Citizens Center

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

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

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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

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

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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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- 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

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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

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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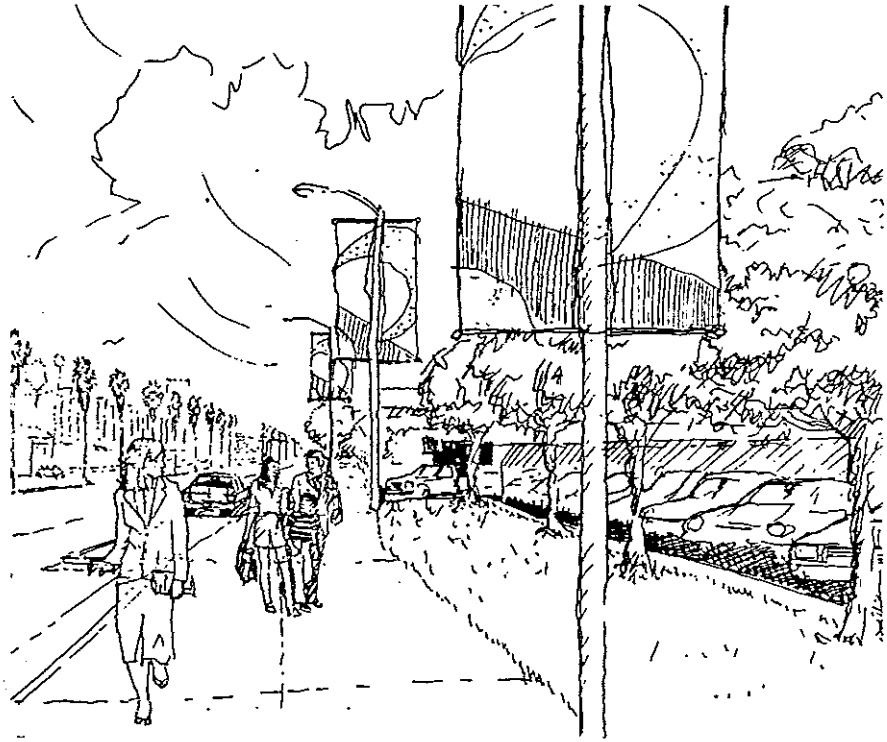
- Consider the preparation of a feasibility study on the seismic retrofitting of buildings.
- Consider establishing a marketing program to attract community commercial uses and provide incentives by streamlining the permitting process and cooperating in the re-use of existing sites.
- Discuss the establishment 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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C. Firestone Boulevard Area Plan



1. Vision of Firestone Boulevard

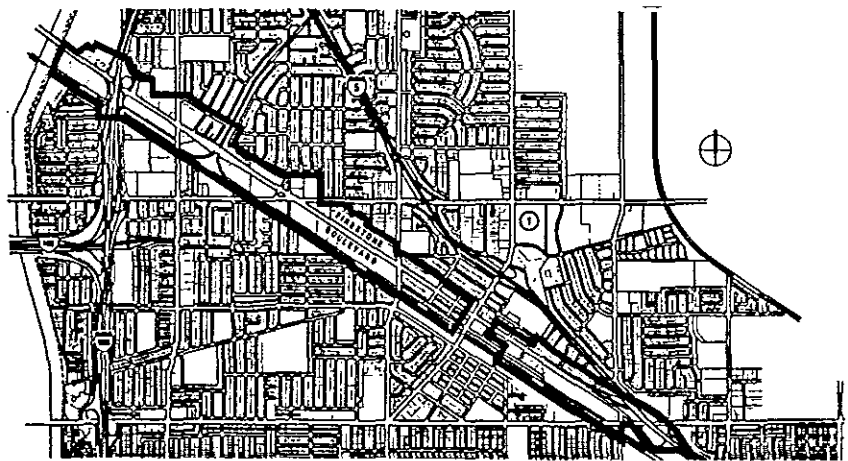
Extending diagonally through the heart of Norwalk, Firestone Boulevard will continue to be one of the City's most significant commercial corridors. Due to its excellent access from the I-605 and I-5 Freeways, large size parcels, and high traffic volume, Firestone Boulevard will attract highway oriented 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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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.



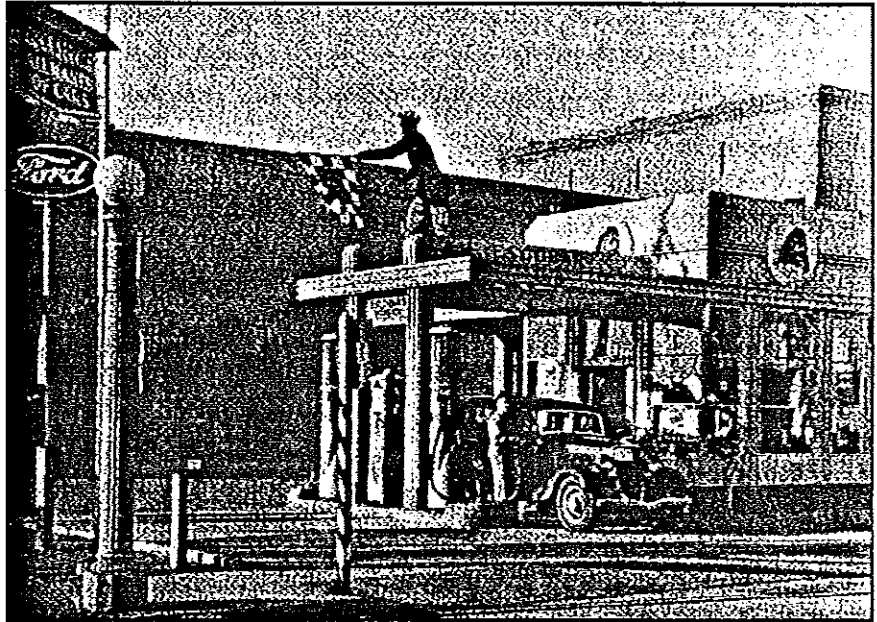
3. **Land Uses**

a. *Commercial*

Commercially designated properties are

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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

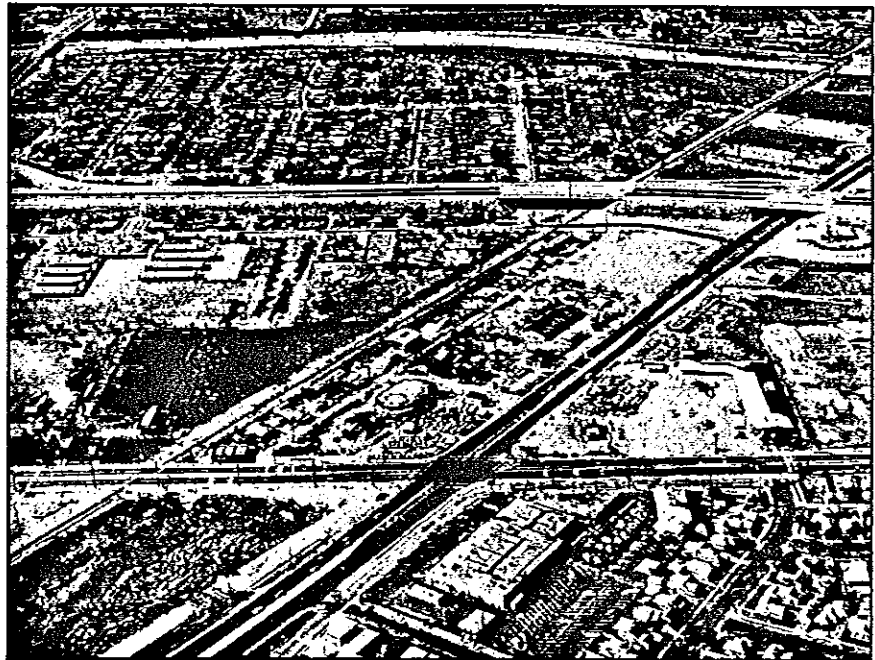
The Light Industrial designation is intended to allow quality business and light industrial uses

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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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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

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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*

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

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- 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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- 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

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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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