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State Clearinghouse No. 2022020128

NORWALK ENTERTAINMENT DISTRICT-CIVIC CENTER SPECIFIC PLAN

for City of Norwalk

Prepared for:

City of Norwalk

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Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature) (Date of Compliance)
AIR QUALITY				
<p>AQ-1 Construction contractors shall, at minimum, use equipment that meet the United States Environmental Protection Agency's (EPA) Tier 4 Interim emissions standards for off-road diesel-powered construction equipment of 50 horsepower or more in use a total of 20 hours or more, unless it can be demonstrated to the City of Norwalk Community Development Department that such equipment is not commercially available. For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier 4 Interim engines similar to the availability for other large-scale construction projects in the city occurring at the same time and taking into consideration factors such as (i) potential significant delays to critical-path timing of construction and (ii) geographic proximity to the project site of Tier 4 Interim equipment. Where such equipment is not commercially available, as demonstrated by the construction contractor, Tier 3 equipment retrofitted with a California Air Resources Board's Level 3 Verified Diesel Emissions Control Strategy (VDECS) shall be used. This requirement shall apply to all activities (e.g., foundation, pile driving, vertical construction, etc.) related to construction of:</p> <ul style="list-style-type: none"> a) Existing Commercial Parking Garage Improvements (e.g., additional parking levels) b) Proposed Buildings and Structures (e.g., proposed mixed-use buildings) <p>In addition, the following shall also be completed:</p> <ul style="list-style-type: none"> • Prior to construction, the project engineer shall ensure that all construction (e.g., grading and building) plans clearly show the requirement for EPA Tier 4 Interim emissions standards for construction equipment of 50 horsepower or more and in use a total of 20 hours or more for the activities stated above. • During construction, the construction contractor shall maintain a list of all operating equipment in use on the 	Construction Contractor	During Construction Activities	City of Norwalk Community Development Department	

Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature) (Date of Compliance)
<p>construction site for a total of 20 hours or more for verification by the City of Norwalk.</p> <ul style="list-style-type: none"> The construction equipment list shall state the makes, models, Equipment Identification Numbers, Engine Family Numbers, and number of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. To the extent that equipment is available and cost-effective, contractors shall use electric, hybrid, or alternate-fueled off-road construction equipment. Contractors shall use electric construction tools, such as saws, drills, and compressors, where grid electricity is available. Construction contractors shall ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9. 				
BIOLOGICAL RESOURCES				
<p>BIO-1 If feasible, ground-disturbing activities and vegetation removal (including tree trimming) should be timed to occur outside the bird nesting season (September 1–January 31).</p> <p>If ground disturbing activities or vegetation removal (including tree trimming) are scheduled during the bird nesting season (February 1–August 31) a preconstruction survey for nesting birds shall be conducted within 72 hours prior to initiation of construction activities. The survey shall be conducted by a qualified biologist with prior experience conducting nesting bird surveys for construction projects. The survey area shall include the project site and suitable habitat within a 100-foot buffer, or a buffer size determined by the qualified biologist</p>	Qualified Biologist	72 Hours Prior to Ground-Disturbing Activities and Vegetation Removal if Scheduled During Nesting Season (February 1 – August 31)	City of Norwalk Community Development Department	

Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature) (Date of Compliance)
<p>based on level of proposed disturbance and access. If no active nests are found, no additional measures are required.</p> <p>If active nests are found the biologist will map the location and document the species and nesting stage. A no-work buffer will be established around the active nest as determined by the qualified biologist and based on the species sensitivity to disturbance and the type and duration of the disturbance. No construction activities shall occur within the no-work buffer until the biologist has determined the nest is no longer active.</p>				
CULTURAL RESOURCES				
CUL-1	If unanticipated cultural resources discoveries are made, all work must halt within 50 feet until a qualified archaeologist can evaluate the significance of the find. Work may resume immediately outside of the 50-foot radius	Qualified Archaeologist	If Unanticipated Cultural Resources are Discovered	City of Norwalk Community Development Department
CUL-2	If the qualified archaeologist determines that the find is significant, an archaeological treatment plan must be developed to mitigate harm to the resource and will include procedures for data recovery in the event that the resource cannot be avoided.	Qualified Archaeologist	If Unanticipated Cultural Resources are Discovered	City of Norwalk Community Development Department
GEOLOGY AND SOILS				
GEO-1	If unanticipated fossil discoveries are made, all work must halt within 50 feet until a qualified paleontologist can evaluate the find. Work may resume immediately outside of the 50-foot radius. Mitigation Measures GEO-2 and GEO-3 shall be implemented.	Qualified Paleontologist	If Unanticipated Fossil Discoveries are Made	City of Norwalk Community Development Department
GEO-2	If the discoveries are determined to be significant, full-time paleontological monitoring will be recommended for the remainder of ground disturbance for the project. Paleontological monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls. In the event that a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and collected, if warranted. Monitoring efforts can be reduced or eliminated at the discretion of the project paleontologist.	Qualified Paleontologist	If Discoveries are Determined to be Significant	City of Norwalk Community Development Department

Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature) (Date of Compliance)
<p>GEO-3 Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped paleontology laboratory to a point ready for curation. Following laboratory work, all fossil specimens shall be identified to the most specific taxonomic level possible, cataloged, analyzed, and offered to the Natural History Museum of Los Angeles County for permanent curation and storage. At the conclusion of laboratory work and museum curation, a final Paleontological Monitoring Report (PMR) shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project area geology and paleontology, a list of taxa recovered, an analysis of fossils recovered and their scientific significance, and recommendations. A copy of the report shall also be submitted to the Natural History Museum of Los Angeles County.</p>	<p>Qualified Paleontologist</p>	<p>Upon Completion of Fieldwork</p>	<p>City of Norwalk Community Development Department</p>	
GREENHOUSE GAS EMISSIONS				
<p>GHG-1 The project developer(s) shall design and build all multifamily residential units to meet/include the following:</p> <ul style="list-style-type: none"> a. Tier 2 requirements for Division A5.1, Planning and Design, as outlined under Sections A5.106.5.1.2 and A5.106.5.1.3 of Appendix A5, Nonresidential Voluntary Measures, of the 2019 California Green Building Standards Code for Designated Parking for Clean Air Vehicles. b. Tier 2 requirements for Division A5.1, Planning and Design, as outlined under Sections A5.106.5.3.2, A5.106.5.3.3, and A5.106.5.3.4 of Appendix A5, Nonresidential Voluntary Measures, of the 2019 California Green Building Standards Code for Electric Vehicle (EV) Charging. c. Tier 2 requirements for Division A5.2, Energy Efficiency, as outlined under Section A5.203.1.1.2.2 of Appendix A5, Nonresidential Voluntary Measures, of the 2019 California Green Building Standards Code. 	<p>Project Developer(s)</p>	<p>Prior to the Issuance of Building Permits or Certificate of Occupancy, as specified</p>	<p>City of Norwalk Community Development Department</p>	

Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature) (Date of Compliance)
<p>d. Tier 2 requirements for Division A5.211, Renewable Energy, of Appendix A5, Nonresidential Voluntary Measures, of the 2019 California Green Building Standards Code.</p> <p>e. Tier 2 requirements for Division A5.3, Water Efficiency and Conservation, as outlined under Section A5.303.2.3.2 of Appendix A5, Nonresidential Voluntary Measures, of the 2019 California Green Building Standards Code.</p> <p>f. No wood-burning or gas-powered fireplaces shall be installed in any of the dwelling units.</p> <p>g. All buildings shall be electric, meaning that electricity is the primary source of energy for water heating; mechanical; heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling); cooking; and clothes-drying.</p> <p>h. All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.</p> <p>Prior to the issuance of building permits for new development projects within the project site, the project developer(s) shall provide documentation (e.g., building plans, site plans) to the City of Norwalk Planning Division to verify implementation of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.</p>				
<p>GHG-2 The project developer(s) shall design the public-use parking garage for the non-residential portion of the project (not within the existing parking structure that would also be used for parking) to:</p> <p>a. Provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall</p>	Project Developer(s)	Prior to the Issuance of Building Permits or Certificate of Occupancy, as specified	City of Norwalk Community Development Department	

Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature) (Date of Compliance)
<p>Mitigation Measure</p> <p>equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code.</p> <p>b. Provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards.</p> <p>Prior to the issuance of building permits for new development projects on the project site, the project developer(s) shall provide documentation (e.g., site plans) to the City of Norwalk Planning Division to verify implementation of the of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements</p>				
NOISE				
NOI-1	<p>The Applicant will implement the following measures during pile driving:</p> <ul style="list-style-type: none"> With approval of the project structural engineer, pile holes shall be predrilled to minimize the number of pile hammer blows necessary to seat the pile, where feasible. Alternatives to impact hammers, such as oscillating or rotating pile installation systems, shall be used where feasible. <p>Pile drivers with the best available noise control technology, such as shrouding, shall be used. Pile driving noise control may be achieved by shrouding the pile hammer point of impact, placing resilient padding directly on top of the pile cap, and/or by reducing exhaust noise with a sound-absorbing muffler. The shrouding of pile-driving equipment would attenuate pile-driving noise levels by 10 dBA (FHWA 2016), resulting in mitigated construction noise levels of 77 dBA Leq or less.</p>	Project Developer(s)	During Pile Driving	City of Norwalk Community Development Department
NOI-2	In the event that demolition, grading, building construction, and pile driving is necessary within the screening distances for historical structures shown in Table 5.11-11, construction vibration monitoring	Historic Architect	Prior to, During, and After Vibration-Generating Demolition, Grading,	City of Norwalk Community Development Department

Mitigation Monitoring Requirements

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Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature) (Date of Compliance)
<p>shall be conducted to document conditions at the Norwalk City Hall prior to, during, and after vibration-generating demolition, grading, building construction, and pile driving. The construction vibration monitoring shall be implemented by a historic architect meeting the Secretary of the Interior's Professional Qualification Standards to include the following tasks:</p> <ul style="list-style-type: none"> • Performance of a photo survey, elevation survey, and tile/crack monitoring survey for the City Hall. Surveys shall be performed prior to and in regular intervals during of all vibration-generating activities within the screening distances shown in Table 5.11-11 of the City Hall building (the FTA Historical Structures Screening Distance to 0.12 in/sec PPV). <p>Conduct a post-construction survey on the structure following the completion of vibration-generating activities and applicant to make appropriate repairs in accordance with the Secretary of the Interior's Standards where damage has occurred as a result of construction activities.</p>		Building Construction, and Pile Driving		
TRANSPORTATION				
<p>TRA-1 A comprehensive transportation demand management (TDM) program shall be implemented as part of the proposed project's mitigation program aimed at reducing vehicle miles traveled (VMT) and vehicular trips to the project site and the project area through transportation services, education programs, and incentive programs intended to promote non-auto travel and the reduction of single occupancy vehicle trips. This mitigation measure identifies a menu of available TDM strategies that the proposed project could implement to result in a quantitative reduction in VMT and vehicular trips.</p> <p>The proposed project would be subject to annual monitoring to provide a reasonable sample period of travel characteristics, including but not limited to the percentage of modes of travel to and from the project site, parking hour utilization, and/or peak hour trips, to ensure that the consistency with the TDM target. The monitoring program would</p>	Project Developer(s)	During Project Operation	City of Norwalk Community Development Department	

Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature) (Date of Compliance)
<p>continue until the project has shown that achievement of the target has been met for five consecutive years following full operations of the proposed project. Should the proposed project fail to meet the target after a given monitoring year, the proposed project would be required to review and implement enhancements to the components of the TDM Program, subject to review and monitoring by the City, to increase the effectiveness of TDM in meeting the VMT and trip reduction goals the following year.</p> <p>The proposed project's TDM program shall include, but is not limited to, the following measures, which are further described below:</p> <ul style="list-style-type: none"> • Educational Programs/On-Site TDM Coordinator. A key component of a successful TDM program is to make residents, employees, and visitors at the project site aware of the various programs offered. To this end, a TDM coordinator would reach out to residents, employers, and employees directly to promote the benefits of TDM. • Transportation Information Center/Kiosks. In compliance with the Norwalk Municipal Code Chapter 17.03.080, Transportation Demand Management, the proposed project would provide a Transportation Information Center, where project residents, employees and visitors can obtain information regarding commute programs, and individuals can obtain real-time information for planning travel without using an automobile. A Transportation Information Center would be centrally-located and would provide information about transit schedules, commute planning, rideshare, and bicycle and pedestrian plans. • Project Design Features to Promote Bicycling and Walking. The proposed project would incorporate features for bicyclists and pedestrians, such as 				

Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

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<p>exclusive access points, upgraded pedestrian facilities, and bicycle parking. Additionally, the project site would be designed to be a friendly and convenient environment for pedestrians through publicly accessible open space and walkways.</p> <ul style="list-style-type: none"> • Bikeway Improvements. The proposed project would contribute funding toward the implementation of bicycle facility improvements within the project site area. • Promotion and support of carpools and rideshare. The TDM program would provide services to match residents and employees to establish carpools and vanpools. Carpools/vanpools provide the potential for residents to go to work relaxed and/or work during the commute and reduce the number of vehicle trips to and from the project site. • Incentives for using alternative travel modes. The TDM program would incorporate various incentives for use of its programs. In accordance with the City's TDM Ordinance, carpool and vanpool users could be offered preferential load/unload areas or convenient designated parking spaces. Employees who choose not to drive their own cars and park them at the project site could receive a "parking cash-out" subsidy. For example, discounted transit passes could be offered to eligible residents and employees. Project employees who purchase transit passes from the project's Transportation Coordinator would automatically be registered in a Guaranteed Ride Home Program by which, upon request to the Transportation Coordinator, the employee will be given a voucher to travel home on transit or Uber/Lyft (or similar shared ride service) in case of illness or 				

Mitigation Monitoring Requirements

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<p>emergency. Each employee would receive a limited number of Guaranteed Ride Home passes per year.</p> <ul style="list-style-type: none"> Parking incentives. The proposed project would provide a reduced parking supply as compared to the City's Municipal Code requirements. Limiting the amount of parking available would limit the convenience of driving and disincentivize driving as a preferred mode of travel, and thus would decrease VMT. Unbundled parking is a program wherein parking spaces are rented or sold separately from the building space, which allows for a separate charge for parking and the flexibility to vary the number of spaces rented. Unbundling parking is an essential first step toward getting people to understand the economic cost of parking. Without unbundled parking, tenants often assume that parking is free. Mobility hub support. The proposed project would support existing and/or future efforts by the City to provide first-mile and last-mile service for transit users. Mobility hubs, typically located at or near public transit centers, would provide amenities such as, but not limited to, bicycle parking and transit information. The proposed project could provide space for similar amenities at the project site to complement future mobility hubs in the surrounding entertainment district and civic center areas. Community-wide transportation management organization. The project area is a candidate for alternative modes of transportation, including convenient walking and bicycling, carpooling and vanpooling, use of public transit, short-term automobile rentals, etc., due to the proximity of existing employment, residential, and commercial uses, as well as the Metrolink Norwalk Station, the 				

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<p>Mitigation Measure</p> <p>Metro C (Green) Line Norwalk Station, and numerous bus stops. At present, there is no organization to administer these options to the public. A Communitywide Transportation Management Organization would help promote these services to a community by providing information about available public transportation options and ridesharing services. Many of the strategies described above could be enhanced through participation in the Communitywide Transportation Management Organization.</p>				
<p>TRA-2 Construction Management Plan A detailed Construction Management Plan, including haul routes and a staging plan, shall be prepared and submitted to the City of Norwalk, Los Angeles County Fire Departments, and Los Angeles County Sheriff Department for review and approval, prior to commencing construction. The Construction Management Plan shall formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other development projects in the vicinity of the project site, and shall include, but not be limited to, the following elements, as appropriate:</p> <ul style="list-style-type: none"> • Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation • Prohibition of construction worker or equipment parking on adjacent streets • Prohibition of haul truck staging on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route • Scheduling of construction related traffic restricted to off-peak hours and in consideration of any other traffic- 	Project Developer(s)	Prior to Commencing Construction	City of Norwalk Community Development Department or Norwalk Public Services Department, Los Angeles County Fire Department, and Los Angeles County Sheriff Department	

Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature) (Date of Compliance)	
<p>causing events or overlapping nearby construction activities, to the extent feasible.</p> <ul style="list-style-type: none"> • Containment of construction activity within the Project Site boundaries except where access and/or right of way improvements may be necessary • Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers • Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible • Provision of flagging or other directional signage to direct traffic as needed. • Spacing of trucks so as to discourage a convoy effect • Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind • Maintenance of a log, available on the job site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day • Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities posted at the site readily visible to any interested party during site preparation, grading, and construction 					
TRIBAL CULTURAL RESOURCES					
TCR-1	<p>Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities</p> <p>A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe or Kizh). The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the proposed project at all project</p>	Project Applicant/Lead Agency	Prior to Commencement of Any Ground-Disturbing Activities	City of Norwalk Community Development Department	

Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature) (Date of Compliance)
<p>locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.</p> <p>B. A copy of the executed monitoring agreement shall be submitted to the Norwalk Planning Division prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.</p> <p>C. The Native American Monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground- disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.</p> <p>D. On-site tribal monitoring shall conclude upon either of the following, whichever occurs later, (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or</p>				

Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature) (Date of Compliance)
E.	development/construction phase at the project site possesses the potential to impact Kizh TCRs. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh-approved Native American Monitor and/or Kizh-approved archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.				
TCR-2	Unanticipated Discovery of Human Remains and Associated Funerary Objects	Project developer(s), County Coroner, Native American Monitor	If Native American human remains and associated funerary objects are discovered during Construction Activities	City of Norwalk Community Development Department	
A.	Native American human remains are defined in Public Resources Code (PRC) Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute.				
B.	If Native American human remains and/or grave goods are discovered or recognized on the project site, then all ground-disturbing activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.				

Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature) (Date of Compliance)
<p>C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).</p> <p>D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh-approved Native American Monitor determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other measures the Kizh-approved monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)</p> <p>E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.</p> <p>F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.</p>				
<p>TCR-3 Procedures for Burials and Funerary Remains</p> <p>A. As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.</p> <p>B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery, and the Tribe shall create a separate treatment plan.</p> <p>C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at</p>	<p>Project developer(s)/Native American Monitor</p>	<p>If human remains are discovered during Construction Activities</p>	<p>City of Norwalk Community Development Department</p>	

Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature) (Date of Compliance)
<p>the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.</p> <p>D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate (that can be moved by heavy equipment) to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.</p> <p>E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the project site for the respectful reburial of the human remains and/or ceremonial objects.</p> <p>F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The location of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe, lead agency, and the landowner at a location to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p> <p>G. The Tribe will work closely with the Kizh-approved archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is</p>				

Mitigation Monitoring Requirements

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<p>approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery and data recovery-related forms of documentation shall be approved in advance by the Tribe prior to starting data recovery and documentation activities. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains</p>				

Mitigation Monitoring Requirements

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