

CITY OF CERRITOS GENERAL PLAN

Adopted January 2004



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BEING BUILT FOR
CITIZENS - CERRITOS



CITY OF CERRITOS FINAL GENERAL PLAN



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CITY OF CERRITOS

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Adopted January 6, 2004



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CHAPTER 1

INTRODUCTION

CERRITOS - "A CITY WITH VISION"

This document represents our vision of Cerritos. Whether or not you are a resident of our City, this General Plan provides you with an understanding of who we are as a community, our vision of the future and the steps we will take to achieve this vision.

Our General Plan was originally adopted in 1971. Responding to changes in our community, we revised our General Plan again in 1988. Since that time, many things have changed in our City. Many of the visions and goals we hoped to accomplish in our previous General Plans have come to be realized. Our community must now reflect on our past accomplishments, evaluate new challenges and begin looking forward again to ensure our future provides the same quality of life that we enjoy in 2003.

REFLECTING ON OUR PAST

Our history provides a glimpse into who we are as a community. We value our rich history and we understand that our past tells us many things about our present, and can influence our future.

We became a City on April 24, 1956. As a reflection of our agricultural heritage, the name Dairy Valley was chosen. The extent of this agricultural heritage was clear – more than 400 dairies and a cow population that outnumbered residents twenty-nine to one. Dairy Valley was located in the southern portion of Los Angeles County, in an area that was generally known as the Artesia Zoned District. Our neighboring communities were Hawaiian Gardens, Artesia, and Monterey Acres, which is now known as Lakewood. As shown on [Exhibit I-1, *Regional Location Map*](#), our geographic location was ideal - centrally located between the region's primary economic centers of downtown Los Angeles and Orange County.



NOT TO SCALE

Regional Location Map

Exhibit I-1



14720 ALTON PARKWAY
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JN: 10100483
 May 24, 2004

PLANNING • DESIGN • CONSTRUCTION

We began to experience significant change in our community by the early 1960s. The value of land and increased property taxes began to make dairy operations difficult, and less profitable. Responding to this change, our City voted in 1963 to allow the development of residences on lots smaller than five acres. This decision allowed more traditional residential development to occur within our City for the first time.

As the physical features of our community changed, so did our name. On January 10, 1967, we officially named our community Cerritos, paying homage to our historic connection with our Spanish heritage and the Rancho Los Cerritos Spanish land grant that bears our City's name.

The 1960s were a period of growth for our community. By 1970, our population had blossomed to 15,865 residents. Understanding growth was inevitable, our City wanted to ensure we developed in a well-planned manner with a balance of residential, commercial and industrial development. Creating a well-planned community included being grounded in a respect for the environment and the provision of a lush, park-like setting that contributed to a high-quality of life.

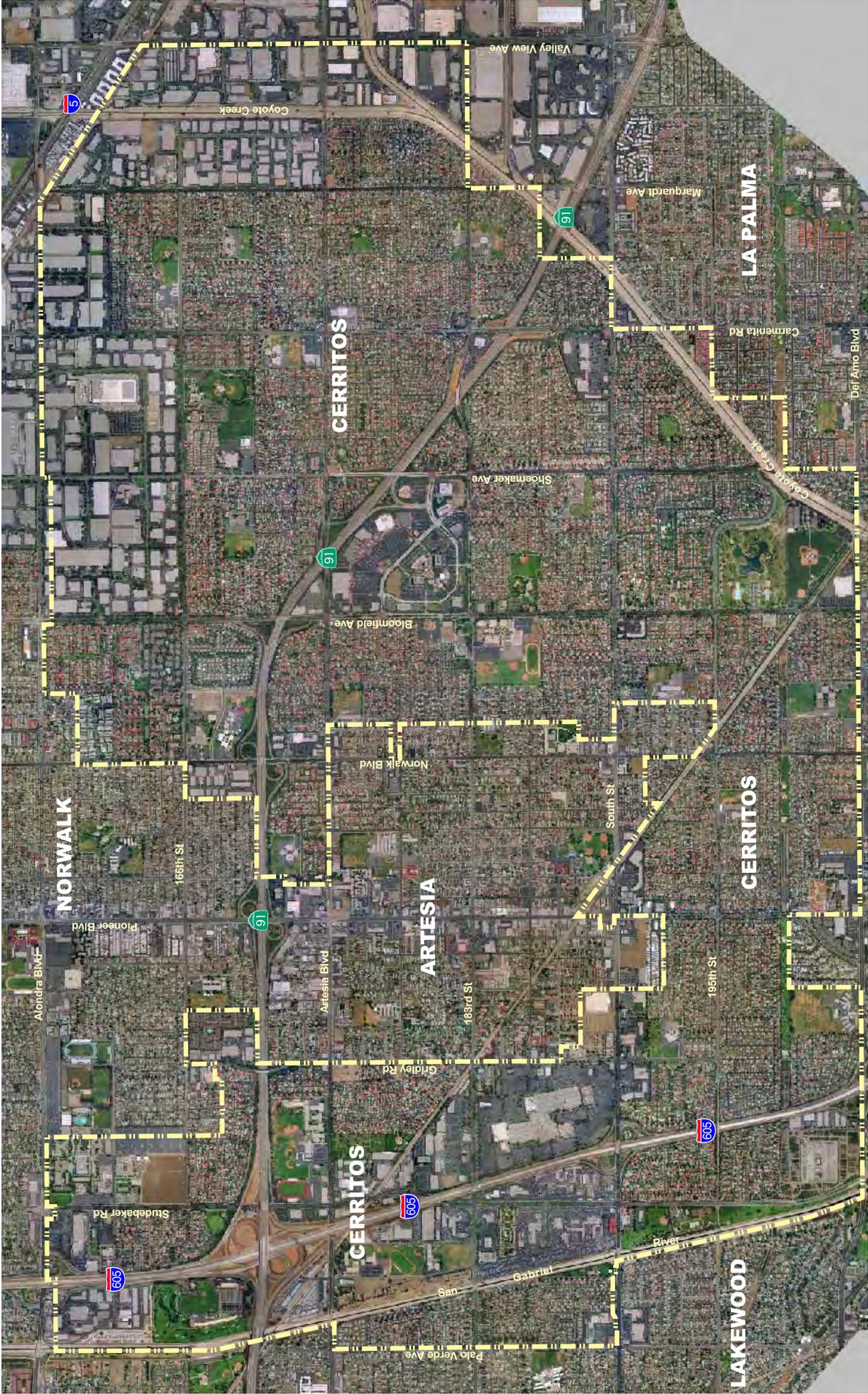
On October 27, 1971 we adopted the City's first General Plan. This Plan's purpose was to provide a positive program of urban development that reflected our values as a community. The General Plan designated almost 50 percent of our community for residential development.

Through the next decade, our community began to mature into the Cerritos we see today. In 1978, we dedicated our City Hall, which was the first solar-heated City Hall complex in the Country – a testament to our forward vision.

The Cerritos of today is a thriving community. [Exhibit I-2, Aerial Photograph](#), provides an aerial view of our community. We've become one of the most ethnically diverse communities of its size in the United States. We've seen our commercial centers grow and diversify. We've seen our urban landscape mature and contribute to the aesthetic quality of our community. We've seen our schools rank as some of the best in the country. We've also seen our City become a regional attraction. Our state-of-the-art performing arts center, sheriff's station and Cerritos Library express our community pride and the importance we place in providing for our citizenry.

LOOKING TO OUR FUTURE

So, today we stand in our present, looking eagerly to our future. We understand that progressing to the future requires us to evaluate new challenges and seek solutions to those challenges. We understand that our community is almost completely developed and we must think of new and



Source: GIS Data, City of Cerritos



Aerial Photograph

Exhibit I-2

JN: 10100483
May 24, 2004



creative ways to continue to provide for the changing economic and social needs of our community. We also recognize that as times change, so does our vision. Many of the goals we had hoped to achieve have been accomplished. Now we must refine our vision, so that it reflects our community today and what we want for it tomorrow. Our General Plan helps us to do this. The General Plan clarifies our vision of Cerritos' future and provides the road map to take us there.

HOW DOES OUR GENERAL PLAN WORK?

We use our General Plan as a tool that takes our ultimate vision of Cerritos and provides the policy framework that enables our values, visions and objectives to become reality.

We are required by California State law to adopt a General Plan that provides the policy framework for the long-term physical development of our community. Our General Plan expresses our community's development goals and provides specific public policy relative to the public and private uses of land in our community. Our General Plan links our community values, visions and objectives with the way we utilize our public and private land and other community resources. It is comprehensive and long-term, and provides the primary guidance for specific projects, policy actions or programs that may occur in the future.

Our General Plan contains ten Elements. State law requires us to include seven mandatory Elements, including: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. State law also allows us to include optional Elements. We have included three optional Elements as part of this General Plan, including: Growth Management, Air Quality and Community Design. The ten Elements of this General Plan are described in detail below.

Land Use Element

Our Land Use Element serves as a long-range planning guide for development within the City. It provides us with an indication of the location and extent of development to be allowed over the next 20 years. Our Land Use Element also identifies the goals and policies that will guide development. This Element contains a Land Use Policy Map which serves as a visual tool to assist with the implementation of the guidelines that are established in this and other sections of the General Plan.

Community Design Element

Our Community Design Element will help guide future development in the City, so that overall public and private development will

contribute to a high-quality visual environment. This Element addresses design issues related to community image, development within the public right-of-way and development on private property relative to architectural design, site planning and signage.

☐ Circulation Element

Our Circulation Element provides programs and policies to establish a roadway system that adequately accommodates future growth consistent with the Land Use Element. Our Circulation Element seeks to provide for a safe, convenient and efficient transportation system allowing for the movement of people and goods throughout the City and the region. Additionally, the Circulation Element includes policies for bike lanes, street improvements and other transportation-related issues.

☐ Housing Element

Our Housing Element provides programs and policies that assist our community, region and state in meeting the goal of providing housing affordable to all socioeconomic segments of the population. The Element addresses citywide housing and population demographics, regional fair-share housing allocations and implementation strategies to assist our City in providing a full range of housing opportunities.

☐ Safety Element

Our Safety Element is intended to reduce the potential risk of death, injuries, property damage, and the economic and social dislocation resulting from hazards such as fires, floods, earthquakes, landslides, and other hazards. It serves as a guide for our City government and the general public in understanding the hazards facing the City of Cerritos and how we can reduce the impacts of these hazards.

☐ Conservation Element

Our Conservation Element provides an inventory of water resources, energy resources, solid waste generation and reduction and historic and cultural resources in the City. This Element provides direction regarding the conservation, development and utilization of natural resources within our City and the policies and programs to achieve them.

Open Space/Recreation Element

Our Open Space/Recreation Element outlines strategies and actions to preserve, and enhance open space areas in Cerritos to meet the recreational needs of our residents. Open space in the City includes neighborhood, community and regional parks, as well as community centers, trailways, golf courses and open space easements.

Air Quality Element

Our Air Quality Element is intended to protect the public's health and welfare by implementing measures that allow the South Coast Air Basin to attain federal and state air quality standards. To achieve this, the Element sets forth a number of programs to reduce current pollution emissions and to require new development to include measures to comply with air quality standards. In addition, this Element contains provisions to address new air quality requirements.

Noise Element

Our Noise Element describes the existing noise environment within the City and its relationship with Federal, State and City noise regulations. This Element also provides a framework to limit noise exposure within the City that considers both the existing and future noise environments and the compatibility of land uses.

Growth Management Element

Our Growth Management Element focuses on the City's ability to accommodate growth and development, while providing an adequate infrastructure and circulation systems. This Element also focuses on ways for the City to enhance long-term revenue sources, so that the City can continue to provide its residents and businesses with the highest level and quality of services.

HOW WE IMPLEMENT OUR GENERAL PLAN

Our General Plan is a policy document that clearly states our community's development policy. To further this, our City Council formally adopts our General Plan as the primary development guidance tool. All future programs and projects will seek policy guidance from the General Plan.

To further the policies contained in our General Plan, we develop ordinances and regulations and secure the staffing and financial resources to carry out programs that implement our policy goals.

In order to assure our General Plan truly works as a tool to implement our community's vision, we periodically review our policies and programs. State law requires our City Community Development Department to provide an annual report to our City Council about the General Plan and our progress in its implementation. We also periodically seek comment or conduct surveys of our residents, business owners and community groups to ensure our community's needs and concerns are being addressed adequately.

Our City is a Charter City and therefore is not expressly required by State law to provide consistency between our Land Use Element of the General Plan and the Zoning Ordinance. As a matter of good planning procedure, we make every effort to provide consistency between these two documents.

CHAPTER 2

LAND USE ELEMENT

1.0 INTRODUCTION

The Land Use Element, more than any other element in the General Plan, will shape the way that the City of Cerritos develops and redevelops in the next 20 years. It will serve as a guide for both public officials and private citizens for decisions about the type, intensity and general distribution of uses of land for housing, business, industry, open space and public and quasi-public uses. To the private citizen, it defines expectations of the type of neighborhood, the location and type of shopping and service facilities, and the time and distance to work and to other necessary activities. To the public official, it is a framework for providing public facilities and services and for directing new development. It is the basis for short-range and long-range capital improvement programs.

The essential components of the Land Use Element are the General Plan Land Use Map (Exhibit LU-4) and the goals and policies that guide future development. While the General Plan Land Use Map may be seen as the most essential component of the entire 2002 General Plan, it is basically a graphic representation of the goals and policies expressed by all of the General Plan's elements. Users of this document are advised to refer to the goals and policies, as well as the diagram when evaluating proposed development and capital improvement projects.

2.0 AUTHORITY FOR THE ELEMENT

The State of California Government Code Section 65302 (a) requires that a General Plan include:

"...a Land Use Element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities and other categories of public and private uses of land.

The Land Use Element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan."

3.0 SUMMARY OF EXISTING CONDITIONS

3.1 SUMMARY OF EXISTING CONDITIONS

The City of Cerritos is a mature and urbanized city. Most of the land within the City has been developed (over 99 percent) and redevelopment is occurring throughout the City. Some of the land is undergoing a transformation from uses established 30 years ago into new uses to accommodate the changes over time and changes in the needs of people within the City.

When the General Plan was updated in 1988, the number of local shopping centers decreased, regional shopping centers increased, residential lots increased in size, residential densities were re-evaluated and parklands were increased. Changes in the Plan between 1988 and the present have guided development to produce the City of Cerritos as it stands today. The fully developed nature of the City means that most services are developed and the City is responding to changes in the economy and in the demographics of the area.

The existing land use pattern within the City closely corresponds with the City's 1988 General Plan and zoning patterns for the community. Table LU-1, Existing Land Use, quantifies the amount of acreage devoted to each land use, as well as the existing number of dwelling units or square feet within each category.

3.1.1 RESIDENTIAL

The majority of the land area within the City is developed as residential. Most of the existing residential is single-family homes developed in the 1960s, 1970s and 1980s. Apartments, townhomes and condominiums also exist throughout the City. New residential opportunities exist for infill on vacant parcels and also on sites available for redevelopment.

Low Density Residential Development

Approximately 33 percent of the City's land is developed as Low Density Residential (refer to Table LU-1). The majority of residential development occurred in the period between 1960 and 1970 when the pressure for suburban expansion in the area was greatest.

Larger single-family subdivisions were built when the City was going through the process of converting agricultural land to residential. Today, residential development of single-family homes is occurring primarily on vacant or undeveloped parcels. Center Stone, a subdivision on the

Table LU-1
Existing Land Use

Land Use Designation	Existing Dwelling Units (DU) or Square Feet (SF)	Existing Acreage (AC) or Square Miles (SM)	Percent of City (%)
Low Density Residential	13,023 DU	1,880.25 AC	33.0
Medium Density Residential	2,596 DU	208.82 AC	3.6
Office-Professional Commercial	241,053 SF	14.18 AC	0.3
Community Commercial	1,517,878 SF	100.88 AC	1.7
Regional Commercial	6,179,283 SF 72 DU	380.93 AC	6.6
Industrial/Commercial	536,076 SF	28.83 AC	0.5
Light Industrial	11,343,771 SF	697.85 AC	12.5
Educational Use	186,100 SF	403.49 AC	7.0
Public/Quasi-Public	137,666 SF	21.80 AC	0.4
Parks and Open Space	42,975 SF 1 DU	247.12 AC	4.9
Utility and Flood Control Right-of-Way	41,600 SF	274.71 AC	4.3
Railroad Right-of-Way		43.75 AC	0.7
Road Right-of-Way		0.87 AC	0.0
Private Road		18.24 AC	0.3
Not a Part		9.31 AC	0.2
Freeways/Public Streets		1,338.45 AC	23.4
Subtotal		5,669.38 AC	99.5
Vacant		26.62 AC	0.5
TOTAL	15,692 DU 20,366,222 SF	5,696.00 AC 8.9 SM	100.0

southwest corner of Artesia Boulevard and Gridley Road was previously a vacant site, and the Encore subdivision on the southeast corner of 166th Street and Shoemaker Avenue was converted from an educational use for Whitney High School to a single-family subdivision. Other parcels throughout the City are being redeveloped. Older homes are being purchased, torn down and the sites redeveloped with new, contemporary homes.

All City neighborhoods meet the current street design requirements. Landscaping throughout City neighborhoods includes lawns and tree-lined streets. Property maintenance is one of the primary factors in sustaining the high-quality of life that currently exists in the City.

Medium Density Residential Development

Medium Density Residential development is dispersed throughout the City and accounts for 3.6 percent of the City's total acreage (refer to Table LU-1). As of August 2001, land designated as Medium Density Residential accommodated 2,596 units. Most of the units developed after the 1970s when the demand for different housing types arose.

The typical Medium Density Residential development consists of townhomes or condominiums. These housing units represent the majority of the City's multi-family housing stock. Most of these developments include common open space areas with recreational facilities, including pools and picnic areas. Several of the communities were developed under Area Development Plans, which include design guidelines that may be considered more stringent than the standard development requirements in the City.

Three recent developments in the City have been developed in an attempt to satisfy State affordable housing mandates, and are restricted to seniors over the age of 62. A total of 224 senior housing units have been developed in the Emerald Villas and Pioneer Villas projects. The third project, Avalon at Cerritos, is a 147-unit congregate care facility located on the Cerritos Community College Campus. These housing projects are meeting the demands of the aging population. In addition, these developments provide affordable housing, and provide services tailored to meet the needs of the residents.

3.1.2 COMMERCIAL

Commercial development encompasses about 496 acres of land in the City, which represents about 8.6 percent of the overall land area of the City (refer to Table LU-1). Commercial uses are concentrated into centers located throughout the City to meet the day-to-day needs of its citizens and to serve the surrounding region. The City discourages "strip" or "ribbon" commercial centers.

Neighborhood and Community Shopping Centers

Neighborhood and community shopping centers are located throughout the community. These centers are limited in size and provide day-to-day goods and services. They are located at major street intersections, most frequently at one-mile intervals. Grocery or major retail stores are the anchors for these centers with a variety of service and commercial uses in the same center, such as restaurants, dry-cleaners and florists.

Many of these centers are older, having been developed in the 1970s as the residential subdivisions were being built. Architecture and building sizes do not always reflect the needs of current tenants, or the design of adjacent uses.

Regional Commercial

The City of Cerritos is very fortunate to have several major regional commercial centers in the City. The Los Cerritos Center, the Cerritos Auto Square and the Cerritos Towne Center all provide for major regional commercial activities that produce significant employment opportunities and tax revenues for the City.

The Los Cerritos Center is about 95 acres in size, with a floor area of over 1.3 million square feet. Los Cerritos Center includes five major department stores, approximately 140 specialty shops, theaters, restaurants, financial institutions and many other customer services. The Center provides a broad choice of goods and price ranges for comparison shopping and competitive merchandising. Redevelopment or expansion of the Los Cerritos Center is possible through the development of parking structures and improvement of the roads to accommodate increases in traffic.

The Cerritos Auto Square occupies approximately 125 acres west of the I-605 freeway. The Auto Square houses 24 car dealerships in approximately 800,000 square feet of floor area. Consumers from the entire Southern California region shop at the Auto Square, making it the world's most successful auto mall. Additional information on the Auto Square is found later in this element under Area Development Plan Five: Cerritos Auto Square.

The Cerritos Towne Center is about 98 acres in size, with a floor area of over 2.8 million square feet. The Cerritos Towne Center combines office, retail, hotel and entertainment facilities in one master planned project. The Cerritos Towne Center includes the Cerritos Center for the Performing Arts, a 203-room Sheraton Hotel and more than 1.0 million square feet of office space. The retail portion of the Center includes five major department stores, 28 specialty shops and services, theaters and 14 restaurants. Additional information on the Cerritos Towne Center is found later in this element under Area Development Plan Two: Cerritos Towne Center.

3.1.3 INDUSTRIAL

Industrial areas are located primarily in the north and northeast sections of the City of Cerritos. Approximately 726 acres of land are designated for industrial uses within the City, which represents about 13 percent of the total land area of the City (see Table LU-1). The industrial sites are situated to provide easy access to truck routes and major transportation routes,

including freeways and rail. Most of these sites can be accessed from Alondra Boulevard along the City's northern boundary, as well as from several other major thoroughfares including Valley View Avenue, Marquardt Avenue and Artesia Boulevard. The industrial districts are characterized by large, landscaped setbacks and architectural features to diminish the negative visual impacts of parking and loading facilities.

3.1.4 PARKS AND RECREATION

Parks

The City of Cerritos provides ample park and open space facilities and programs for its residents. The City currently operates 20 parks within the City encompassing 187 acres. The City also pays for the operation and maintenance of two park sites outside the City limits: Bettencourt and Rainbow, as well as for facilities associated with ABC Unified School District sites.

The range of neighborhood, community and regional parks provide residents with playing courts, athletic fields, picnic shelters and meeting rooms. Also, residents can swim laps or take courses at the Cerritos Olympic Swim and Fitness Center. The Community Gymnasiums at Cerritos and Whitney High Schools provide youth activities and indoor sports for residents of all ages. The Cerritos Senior Center at Pat Nixon Park offers a variety of special events, recreation, special interest classes and human services to seniors, age 50 and older.

Golf Courses

The City of Cerritos includes one golf course within its jurisdictional boundaries: the City of Cerritos Iron-Wood Nine Golf Course. The approximately 22.1-acre facility has become one of the more popular nine-hole executive course in the area. The facility offers nine holes of golf, totaling approximately 2,936 yards. A night-lighted driving range is also available on-site.

3.1.5 COMMUNITY FACILITIES

Community facilities include civic and government buildings, schools, churches, drainage channels and utility easements. These uses encompass a total of approximately 700 acres, which represents 11.7 percent of the City's total land (refer to Table LU-1).

Civic and Government Facilities

The Civic Center is located on the northwest corner of Bloomfield Avenue and 183rd Street. The Civic Center is the administrative center for the City and includes office space for City employees and chambers suitable for governmental meetings of the City Council, operating departments and City agencies. In addition, the Cerritos Library and a full service Los Angeles County Sheriff's station are located here.

Other civic facilities include the City's Corporate Yard, which is located at Marquardt Avenue and 166th Street and consists of warehouse buildings, an outdoor storage yard and two six million gallon water reservoirs; the City's five water well sites, which are located throughout the City; and a 12 million gallon reservoir located north of SR-91 and west of Studebaker Road at Reservoir Hill Park.

Other governmental facilities in the City include a post office located on the northeast corner of 183rd Street and Carmenita Road, and the ABC Unified School District Center located on the southeast corner of Norwalk Boulevard and 166th Street.

Library

The first phase of the Cerritos Library (18,000 square feet) was completed in 1973, and the phase two remodel and expansion to 41,500 square feet was completed in 1987. On March 16, 2002, the City dedicated the new "Experience Library" adjacent to City Hall. The new three-story, 88,500 square foot facility is twice the size of the previous facility, with a capacity for over 300,000 volumes, which represents more than five books per capita. The Cerritos Library is the first titanium-clad building in the United States; its gold exterior changes color with the atmospheric conditions.

Themed spaces define the library's collections with an Old World Reading Room, a World Traditions area; Save the Planet (Children) area; and an Art Deco (Teen) area with a Main Street linking the themed areas. The interactive children's area includes: Stan, an authentic Tyrannosaurus-rex replica, a 15,000-gallon saltwater aquarium, a scale model of a NASA space shuttle, a rainforest tree, a lighthouse, an art studio, a theater, and computer workstations.

The library also functions as a museum, with exhibit spaces and museum-quality exhibits, cultural artifacts and art from Asia and other cultures, including pieces by Dale Chihuly, Al Held, Lita Albuquerque, Bruce Everett, Peter Hopkins, Karen Koblitz, Hung Lia, Soonja Oh Kim, Pat Steir and Jim Zhang. In addition, the library houses the First Ladies Collection, a collection of books, quotes, portraits, and personal items about these important American women.

Technology supports all areas of library service and function with 200 computer workstations, 600 computer/internet connection ports, Checkpoint system (self check-out), and MyClio intranet.

Museum

The City is committed to providing its residents with cultural resources. In June 2001, the City acquired a building located on the southeast corner of Bloomfield Avenue and 183rd Street, for the purpose of creating a high-quality museum. The intent is to create City-owned and operated facility that could serve as a showcase for art, collections of interest and artifacts from the past. At the time, the General Plan was adopted (January 2004), the City was investigating the feasibility of the museum.

Cerritos is an affiliate of the Smithsonian Institution Museum and Research Center, and as such, would have access to items for both short- and long-term loan. In addition, a number of traveling exhibits are available through Smithsonian Institution Traveling Exhibition Services (SITES), Curatorial Assistance Traveling Exhibitions (CATE) as well as other museums and curatorial services that specialize in obtaining pieces from other public and private collections.

Schools

The City of Cerritos provides for approximately 404 acres of land dedicated to educational facilities. There are nine public elementary schools, three public middle schools, four public high schools and Cerritos Community College. In addition, three private schools are located in the City.

Churches

There are 36 churches located throughout the City of Cerritos.

Cemetery

The Artesia Cemetery is located on the south side of Artesia Boulevard between Studebaker Road and Gridley Road. The facility occupies approximately 16 acres and is in the Los Angeles County Cemetery District.

Drainage Channels/Utility Easements

The two major storm drain channels in the City are the San Gabriel River and Coyote Creek. The San Gabriel River is located along the western edge of the City, while Coyote Creek is located on the eastern edge of the City. Both channels are concrete-lined channels designated as floodways and serve both Cerritos and the region. Recreation trails are incorporated into the design of each facility to provide regional recreation access.

Utility easements, owned by Southern California Edison, are located in the southern and western portions of the City. One linear easement extends from the western City boundaries to the eastern City boundaries, and another north-south easement runs parallel to the San Gabriel River.

3.1.6 VACANT AND UNDERUTILIZED LAND

Exhibit LU-1, *Vacant and Underutilized Land*, graphically depicts the location of sites in the City that are either vacant or have been identified as underutilized. The acreage total of the sites is shown in Table LU-2, *Summary of Vacant and Underutilized Land*. Vacant land refers to parcels with no development. Underutilized land refers to parcels that are developed below the potential use or capacity of the site. In some cases underutilized land can consist of parcels that have: (1) a large portion of the site in non-building uses, such as excessive surface parking or outdoor work or storage areas; (2) a high percentage of structure(s) vacant; (3) a low floor area ratio; (4) buildings that are dilapidated or otherwise impaired by physical deficiencies; or (5) inefficient or functionally obsolete structures.

Table LU-2
Summary of Vacant and Underutilized Land

Land Use Designation	Vacant Land (Acres)	Underutilized Land (Acres)
Low Density Residential	1.88	4.12
Medium Density Residential	0.00	0.00
Office-Professional Commercial	1.37	0.00
Community Commercial	3.86	22.73
Regional Commercial	6.12	0.00
Industrial/Commercial	0.00	3.59
Light Industrial	12.06	15.54
Public/Quasi-Public	0.00	0.00
Parks and Open Space	1.33	0.00
Utility and Flood Control Right-of-Way	0.00	0.00
Railroad Right-of-Way	0.00	0.00
Road Right-of-Way	0.00	0.00
Private Road	0.00	0.00
TOTAL	26.62	45.98
Note: Inventory date, August 2001.		

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A CITY WITH VISION

CERRITOS GENERAL PLAN

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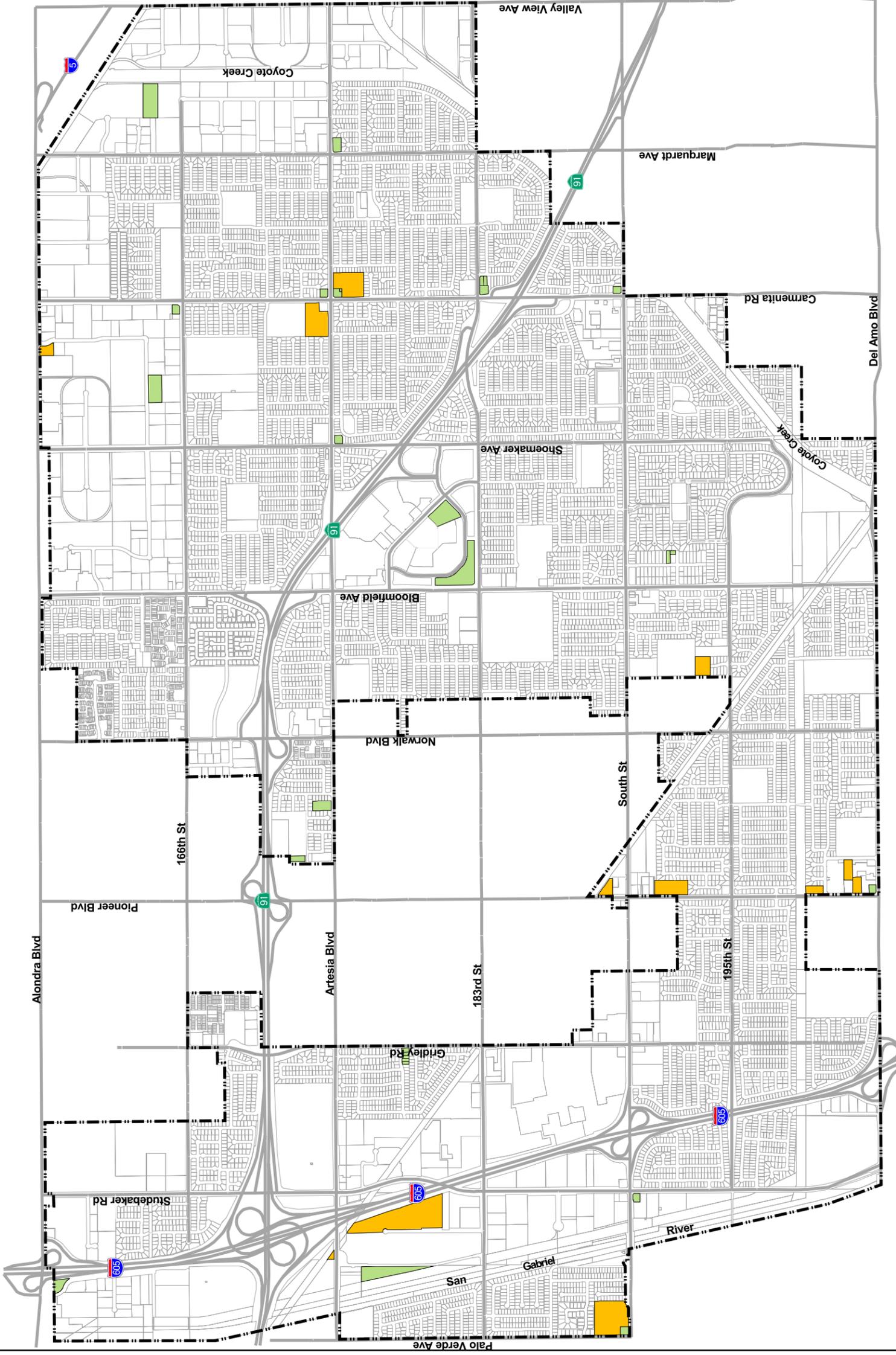
-  Underutilized = Developed Below the Potential Use or Capacity of a site.
-  Vacant = Undeveloped
-  City limit



1000 0 1000 2000 Feet



Source: GIS Data, City of Cerritos, Land Use modified by RBF Consulting for purposes of General Plan Update.
Date of Inventory: August 2001.



Vacant and Underutilized Land (August 2001)

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Vacant Land

The City of Cerritos is almost entirely developed. In August 2001, only a very limited amount of land, approximately 27 acres, in the City was vacant, which comprises less than one percent of the City's total acreage. The limited amount of vacant land results in an increased demand for the redevelopment of existing parcels. This trend is not new in Cerritos, and the extent of private redevelopment can be expected to increase.

Underutilized Land

There are approximately 46 acres in the City that are underutilized. Underutilized sites are located throughout the City and include a variety of residential, commercial and industrial designated sites. The majority of the underutilized sites fall into the commercial or industrial use categories.

As previously mentioned, there are a limited number of vacant or underutilized parcels in the City suitable for large residential, commercial or industrial infill development. Many factors contribute to the suitability of these parcels including size, orientation, shape, location, property value and existing Municipal Code regulations. In addition, many of these parcels are former service station sites less than one-half acre in size that are located adjacent to residential land uses and/or located at the corner of major intersections in the City. All of these factors limit the infill development potential of these parcels.

Many of the vacant and/or underutilized parcels are the result of the abandonment of the traditional service station. The industry trend is to move away from the smaller acreage site, which offered gasoline sales and automobile service bays, towards a larger acreage site with a convenience service station that sells merchandise, car washes or other services to patrons in addition to gasoline sales. The abandonment of service stations can also be attributed to the State regulations that require operators to replace all existing single-lined underground storage tanks (UST) with dual-lined USTs. The cost of upgrading USTs can make it unprofitable for service station operators to continue their business.

3.2 RELATIONSHIP TO OTHER PLANS

The Land Use Element provides the basic guidelines for physical development within the City of Cerritos. These guidelines form an umbrella of land use designations and generalized land use patterns that set the policy of how the City will develop and what it wants to accomplish with its development. Several other planning tools are used to implement the policies for land use set forth in this document. These tools include the City's zoning ordinance, area development plans, redevelopment plans and development agreements.

3.2.1 CITY'S ZONING ORDINANCE

Zoning is the means by which cities implement their General Plans. The City of Cerritos' ordinance does just this – it translates the long-term goals and policies of the plan into the guidelines used for everyday decisions. While the General Plan provides long-range and broad categories of land use, zoning provides specific development requirements, such as density, height, size and development character. Similar to the General Plan, a zoning map accompanies the ordinance, which is primarily text, to define the boundaries of each zoning district.

The City of Cerritos' Zoning Ordinance (Chapter 22.20-22.33 of the Cerritos Municipal Code) establishes land use zones that provide for the compatible grouping of similar and interrelated land uses and applies uniform regulations to properties similarly situated within each zoning classification (City of Cerritos, Ordinance 413, Section 1 (part), 1972). As a charter city in the State of California, zoning is not required to be in conformance with the General Plan. However, in Cerritos, zoning and general plan designation are generally in conformance.

3.2.2 AREA DEVELOPMENT PLANS

As provided for in Chapter 22.10 of the Cerritos Municipal Code, an area development plan (ADP) is an instrument for guiding, coordinating and regulating the development of property within a given area. Area development plans are a "specific plan" as authorized in Article 8 of Chapter 3 of the State Planning and Zoning Law. They also replace the usual zoning regulations and are required to be consistent with and carry out the provisions and objectives of the General Plan of the City. In the City of Cerritos, the ADP is also adopted into the Zoning Ordinance and replaces the usual zoning regulations for the given area.

Area development plans serve as a basis for the City to consider and act upon more detailed precise plans prepared by landowners, developers and public agencies. ADPs promote appropriate land uses and encourage the highest possible quality of design and environment within the designated area. Objectives, policies and standards are established to capitalize upon the special qualities and opportunities of the area while permitting the flexibility required to consider unique and imaginative designs. An ADP establishes a land use pattern, circulation system, open space and other features as necessary to coordinate developments on adjacent parcels and in order to achieve a functionally and visually integrated development of the entire area.

As of February 2003, there were 12 Area Development Plans within the City, which are illustrated on Exhibit LU-2, *Area Development Plans*, as well as on the *Land Use Map*, Exhibit LU-4. Table LU-3, *Area Development Plan*

Summary, provides the net acreage and land use designations within each ADP. A brief description of the 11 ADPs within the City follows Exhibit LU-2.

Table LU-3
Area Development Plan Summary

ADP	Description of Land Use Designation	Development Name	Net Acres*
1	Industrial Park	Cerritos Industrial Park	300.00
2	Town Center Commercial	Cerritos Towne Center	125.00
3	Planned Residential Development – Residential Mixed Density	Residential Mixed Density	133.00
4	Planned Residential Development – Low Density Residential	Shadow Park	116.00
5	Specialized Commercial, Related Commercial, Office Commercial and Open Space – Auto Center	Cerritos Auto Square	98.00
6	Planned Residential Development – Medium Density Residential	Concord Place	15.44
7	Planned Residential Development – Medium Density Residential	The Palms	5.67
8	Planned Residential Development – Medium Density Residential	Cerritos Terrace	2.19
9	Planned Residential Development – Low Density Residential	Encore	12.95
10	Planned Residential Development – Senior Housing	Emerald Villas	5.99
11	Planned Residential Development – Senior Housing	Pioneer Villas	4.28
12	Planned Residential Development – Low Density Residential	Royal Terrace	0.90
Total			819.42

* Net Acres includes only privately owned land in the ADP. The area excludes land area occupied by road and rail rights-of-way.

Area Development Plan One (ADP-1): Cerritos Industrial Park

ADP-1 is an extension of a large industrial area spanning approximately 300 acres in the northern portion of the City. This ADP is bounded by Bloomfield Avenue on the west, the northern Cerritos City boundary on the north (a portion of which borders Alondra Boulevard), Carmenita Road on the east and 166th Street on the south. ADP-1 is located within the Los Coyotes Redevelopment Project Area.

ADP-1 is an industrial area that provides goods and services to the entire region through a network of rail, highway and freeway facilities. The area benefits from having two freeways in the immediate vicinity and three major highways for boundaries. Thus, it provides unique opportunities for light industrial uses and is ideally suited for industrial development to service a regional market. Almost two-thirds of the development area border faces either residential land uses, a community park or a junior high school. The borders adjacent to these uses require landscaping and buffering, so that the industrial development is integrated and compatible with these uses. In addition, 166th Street, Bloomfield Avenue and Carmenita Road serve as buffers between the industrial and residential uses.

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A CITY WITH VISION

CERRITOS
GENERAL PLAN

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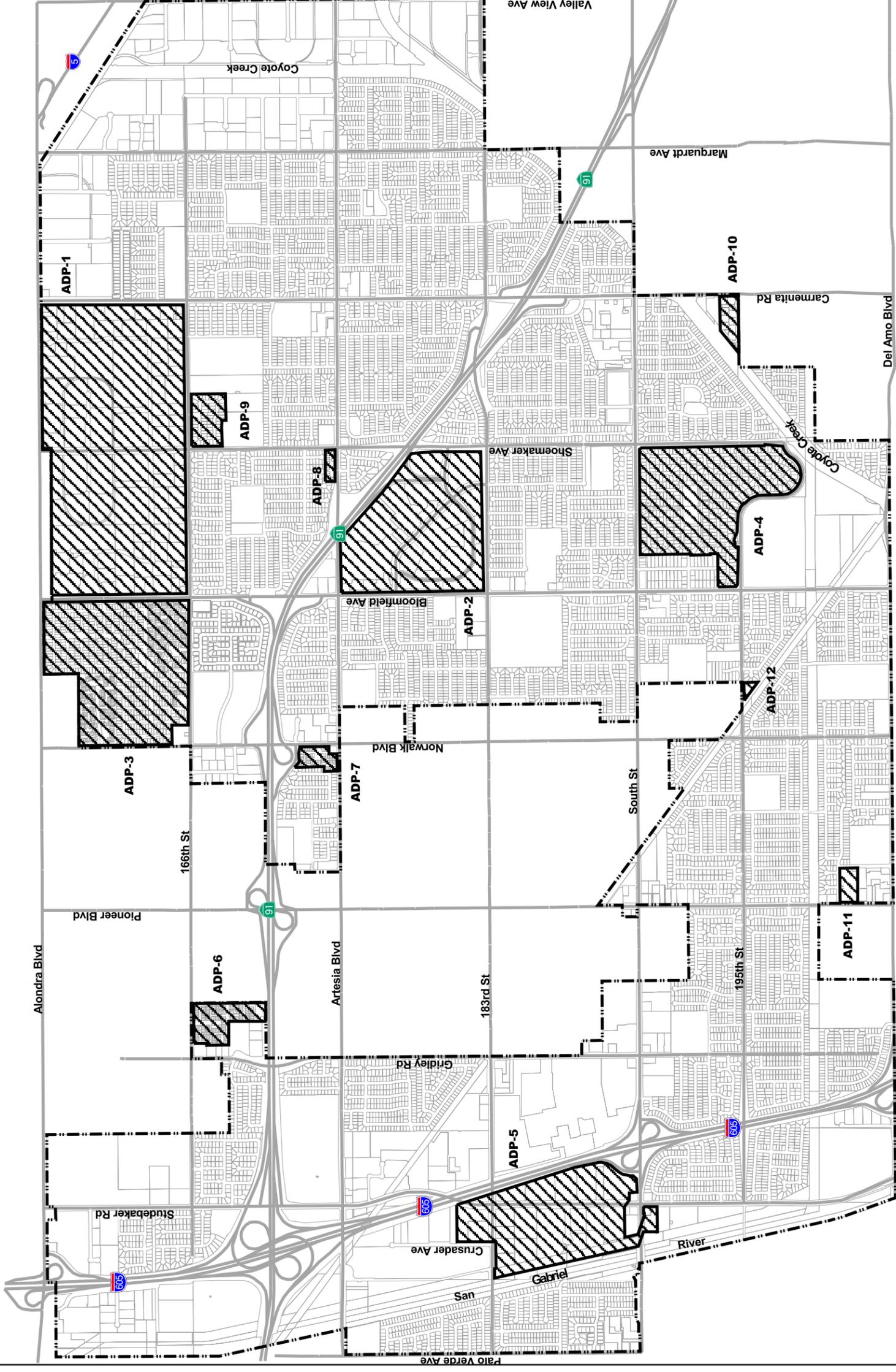
-  Area Development Plans
- ADP-1: Cerritos Industrial Park
- ADP-2: Cerritos Towne Center
- ADP-3: Residential Mixed Density
- ADP-4: Shadow Park
- ADP-5: Cerritos Auto Square
- ADP-6: Concord Place
- ADP-7: The Palms
- ADP-8: Cerritos Terrace
- ADP-9: Encore
- ADP-10: Emerald Villas
- ADP-11: Pioneer Villas
- ADP-12: Royal Terrace



City limit



Source: GIS Data, City of Cerritos

Area Development Plans

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ADP-1 permits two land uses: manufacturing-plant and manufacturing-office. Manufacturing-plant uses are conditional uses, subject to the criteria and limitations of Municipal Code Section 22.11.130 and other conditions the planning commission deems necessary to realize the intent of the development code. The conditional uses for manufacturing-plant include:

- Business and research offices;
- Bottling works;
- Machine shops;
- Manufacturing;
- Government or public utility facilities;
- Publishing, printing, lithographing and engraving;
- Recycling facility, pursuant to the provisions of Section 22.40.700 of the Municipal Code;
- Restaurants, excluding drive-ins and carry-outs;
- Scientific research and experimental development laboratories;
- Wholesaling and warehousing;
- Comparable uses as determined according to Section 22.20.100 of the Municipal Code; or
- Limited retail sales and service in conjunction with any other use in Section 22.11.140 of the Municipal Code.

Manufacturing-office is a conditionally permitted use in ADP-1, which includes the following:

- Financial institutions, such as banks, savings and loan associations and credit unions;
- Trade or professional schools;
- Office uses of a business, administrative, service, consulting or professional type including sale of services, equipment, supplies and goods to commercial accounts, including limited retail sales and service to the public in conjunction with a permitted use;
- Restaurants, excluding drive-ins and carry-outs;
- Government or public utility facilities; or
- Medical, dental or completely enclosed veterinary clinics.

The objectives for ADP-1 are to: (1) provide protection for surrounding residential land uses; (2) create a highly attractive industrial area both visually and functionally; (3) provide a source of economic strength to the community in terms of employment, city revenues and related business activity; and (4) realize the highest and best use of the area for the economic benefit of both the City and area property owners.

ADP-1 is almost fully developed. Industry within the ADP-1 designation is very cohesive. The entire development plan area is surrounded by landscape buffers making it compatible with adjacent residential areas.

The few remaining vacant parcels within the development plan area have interim uses such as truck storage.

Area Development Plan Two (ADP-2): Cerritos Towne Center

ADP-2 encompasses approximately 98 acres in the area bounded by Bloomfield Avenue on the west, SR-91 on the north, Shoemaker Avenue on the east and 183rd Street on the south. The development plan area includes the entire right-of-way of each of the bounding streets and extends to the centerline of SR-91. ADP-2 is located within the Los Coyotes Redevelopment Project Area.

ADP-2 provides for one land use: town center commercial. The area was planned to provide commercial uses primarily on the north side of Towne Center Drive, and office and civic uses to the south of Towne Center Drive.

The objectives for ADP-2 are to: (1) establish a “town center” that provides for office professional, governmental, institutional, retail and recreational uses. Facilities for these various activities are to be selectively combined with the nearby civic center, high school, community park and churches in order to form an active focal point of community life; (2) provide an area of outstanding environmental character, including a high-quality visual design, suppression of noise and protection of public health and safety; (3) realize additional tax revenues that can be used to improve the quality of public services for all the citizens of Cerritos; and (4) minimize any undesirable impact on the surrounding residential areas.

ADP-2 is highly visible and easily accessible via SR-91, and as such, the site provides an opportunity to create a significant focal point of community life, community identity and pride in the City. Additionally, the area provides a long-range and on-going source of economic strength to the community in terms of employment and tax revenue for community services.

ADP-2 offers both community and regional commercial, as well as significant employment opportunities with the offices and hotel. City offices and services are provided adjacent to the ADP, which support the concept of the area being a true “town center.” The Cerritos Towne Center is also home to the Sheraton Hotel and the Cerritos Center for the Performing Arts, a cultural and entertainment center that serves not only the City, but the entire region. Most of the Towne Center developed during the 1990s and a few vacant parcels still remain, although development has been planned for these parcels.

Area Development Plan Three (ADP-3): Residential Mixed Density

ADP-3 encompasses approximately 133 acres of land within the northern portion of the City. The ADP is bounded by 166th Street on the south, Norwalk Boulevard on the west, Bloomfield Avenue to the east and Alondra Boulevard and the northern Cerritos City boundary on the north, and excludes approximately three acres of land located on the northeast corner of the intersection of Norwalk Boulevard and 166th Street having approximately 382 feet of street frontage on Norwalk Boulevard. ADP-3 is located within the Los Coyotes Redevelopment Project Area.

The only permitted category of land use within this ADP is planned residential development (PRD). The basic objective for development within ADP-3 is to provide a highly attractive, innovative and stimulating living environment featuring a combination of single-family and townhome residential units, as well as generously landscaped common activity areas. This provides residents of the area with a closely coordinated sense of diversity and sense of place within a totally planned, park-like community. Single-family neighborhoods in this ADP include The Courts and Granada Park. Multi-family neighborhoods include Sundance, Parkside and Tiburon.

Area Development Plan Four (ADP-4): Shadow Park

ADP-4 consists of approximately 116 acres of land. The ADP is generally bounded by South Street on the north, Bloomfield Avenue on the west, Coyote Creek and 195th Street on the south and Shoemaker Avenue on the east. ADP-4 is located within the Los Coyotes Redevelopment Project Area.

The only permitted category of land use within the ADP is planned residential development (PRD). This ADP is intended to capitalize upon the highly desirable characteristics of the area and its vicinity by integrating common open space with low density single-family residential. The objectives for ADP-4 are to: (1) provide a residential environment that fosters meaningful human interaction, neighborhood identity and the opportunity to enjoy a verdant, pedestrian-oriented and park-like community; and (2) provide for a residential environment that will compliment the natural beauty of Cerritos Regional Park to the south.

Area Development Plan Five (ADP-5): Cerritos Auto Square

ADP-5 consists of approximately 125 acres of land. The ADP is generally bounded by Crusader Avenue and the San Gabriel River Channel on the west, the San Gabriel River Freeway (I-605) on the east, 183rd Street on the north; and South Street on the south. ADP-5 extends north of 183rd Street and excludes some parcels north of South Street (refer to [Exhibit LU-2, Area Development Plans](#)). This ADP is located within the Los Cerritos Redevelopment Project Area.

ADP-5 provides for four categories of land uses: specialized commercial, related commercial, office commercial and open space. Existing land uses in the ADP include a multi-residential building apartment complex consisting of 150 units, automobile dealerships and office buildings. The apartment complex is located in the middle of the development area.

The objectives of ADP-5 are to: (1) establish a regional automobile shopping center with ancillary and coordinated commercial sales, services and uses; (2) establish the cooperation and coordination of participants in the development and operation of the commercial complex; (3) establish a long-range and on-going source of economic strength to the community in terms of employment and tax revenue for community services; (4) protect and enhance the natural, social and physical attributes of the development area so as to not detrimentally affect adjacent existing developments; and (5) establish innovative and quality site planning and architectural design maintaining a prosperous and marketable specialized commercial complex unique and individual in itself.

ADP-5 includes the Cerritos Auto Square. In 1976, the ADP was amended to permit restricted commercial uses that would enhance and support the regional character of this commercial area. The restricted commercial uses have enhanced and expanded the marketing capabilities and advantages of this area. The Auto Square is currently fully developed. Vacant land for the expansion of the Auto Square is currently not available, and therefore, the dealerships make use of many of the surrounding power line easements and industrial sites for vehicle storage. Expansion opportunities for the Auto Square are limited because surrounding land is fully developed.

Area Development Plan Six (ADP-6): Concord Place

ADP-6 consists of approximately 15.44 acres of land. The ADP is bounded by 166th Street on the north, SR-91 on the south, the City boundary with the City of Artesia on the east, and light industrial uses on the west. The ADP includes approximately 275 feet of frontage on SR-91 and 719 feet of frontage on 166th Street. ADP-6 is located within the Los Coyotes Redevelopment Project Area.

The only category of land use within the ADP is planned residential development (PRD). The basic objective for development within ADP-6 is to provide a highly attractive, innovative and stimulating townhouse living environment featuring generously landscaped common activity areas. This provides residents of the area with a closely coordinated sense of diversity and sense of place within a totally planned, park-like community.

Area Development Plan Seven (ADP-7): The Palms

ADP-7 consists of approximately 5.67 acres of land. The ADP is bounded by SR-91 on the north, Artesia Boulevard on the south, Norwalk Boulevard on the east and single-family residential uses on the west. The ADP has approximately 500 feet of street frontage on Norwalk Boulevard and 325 feet of street frontage on Artesia Boulevard. ADP-7 is located within the Los Coyotes Redevelopment Project Area.

The only category of land use within ADP-7 area is planned residential development (PRD). The basic objective for development within ADP-7 is to provide a highly attractive, innovative and stimulating townhouse living environment featuring generously landscaped common activity areas. This provides residents of the area with a desirable living environment through the development of a totally planned, park-like neighborhood.

Area Development Plan Eight (ADP-8): Cerritos Terrace

ADP-8 consists of approximately 2.19 acres of land. The ADP is bounded by single-family residential uses on the north, Artesia Boulevard on the south, Shoemaker Avenue on the east and a freeway (SR-91) on-ramp and a Los Angeles County Sanitation District parcel on the west. The ADP has 175 feet of street frontage on Shoemaker Avenue and 600 feet of street frontage on Artesia Boulevard. ADP-8 is located within the Los Coyotes Redevelopment Project Area.

The only category of land use within ADP-8 is planned residential development (PRD). One objective for ADP-8 is to encourage property owners to develop the entire area plan at one time. Additionally, development of a single-family residential community permitting zero lot line development with attached and detached units at a density no greater than seven and one-half units per gross acre is encouraged. This presents a highly attractive, innovative and stimulating residential living environment featuring generously landscaped common activity areas, adequate parking per unit and guest parking. Thus, residents are provided an area with a desirable living environment through the development of a totally planned, park-like neighborhood.

Area Development Plan Nine (ADP-9): Encore

ADP-9 consists of approximately 12.95 acres of land. The ADP is bounded by 166th Street on the north; Shoemaker Avenue on the west; Whitney High School on the south; and Cerritos Park East, which includes the Cerritos Olympic Swim and Fitness Center, on the east. The ADP has approximately 924 feet of street frontage on 166th Street and 538 feet of street frontage on Shoemaker Avenue. ADP-9 is located within the Los Coyotes Redevelopment Project Area.

The only category of land use within the ADP is planned residential development (PRD). One of the objectives of ADP-9 is to encourage property owners to construct all homes at one time or within a phasing schedule approved by the City Council. Development of a detached single-family residential community having a density no greater than 5.5 units per gross acre is required. This presents a highly attractive, innovative and stimulating residential living environment featuring generously landscaped common areas that create a desirable living environment through the development of a totally planned, park-like neighborhood.

Area Development Plan Ten (ADP-10): Emerald Villas

ADP-10 encompasses approximately 5.99 acres of land. The ADP is bounded by a residential-zoned parcel on the north that is developed with a church, Carmenita Road to the east, Coyote Creek Flood Control Channel on the west and existing residential uses within the City of La Palma and the County of Orange on the south. The ADP has approximately 330 feet of street frontage on Carmenita Road.

The only category of land use within ADP-10 is planned residential development (PRD). The density permitted in the ADP shall be no greater than one dwelling unit per every 2,050 square feet of gross land area. The objectives of ADP-10 are to: (1) encourage the property owner to develop the entire area plan at one time; (2) provide a highly attractive, innovative and stimulating affordable for-sale senior housing development featuring generously landscaped common activity areas; and (3) provide the residents of the area with a desirable living environment through the development of a totally planned, park-like neighborhood. ADP-10 is fully developed and includes 126 dwelling units in the Emerald Villas senior housing project.

Area Development Plan Eleven (ADP-11): Pioneer Villas

ADP-11 encompasses approximately 4.28 acres of land. The ADP is located on the east side of Pioneer Boulevard, south of Eberle Street and west of Cabrillo Lane. ADP-11 is located within the Los Coyotes Redevelopment Project Area.

The only category of land use within ADP-11 is planned residential development (PRD). The dwelling unit density shall not exceed 25 units per gross acre. The objectives of ADP-11 are to: (1) encourage the property owner to develop the entire area plan at one time; (2) provide a highly attractive, innovative and stimulating affordable for-sale senior housing development featuring generously landscaped common activity areas; and (3) provide the residents of the area with a desirable living environment through the development of a totally planned, park-like neighborhood.

ADP-11 is fully developed and includes 98 dwelling units in the Pioneer Villas senior housing project.

Area Development Plan Twelve (ADP-12): Royal Terrace

ADP-12 encompasses approximately 0.90 acres of land. The ADP is triangular in shape, and is bounded by single-family residential uses to the east, 195th Street to the north, and the Los Angeles County Flood Control Channel and the Metropolitan Transportation Authority right-of-way to the south and west. The ADP has approximately 320 feet of street frontage along 195th Street.

The only category of land use within ADP-12 is planned residential development. The objectives of ADP-12 are to: (1) install/construct all area development plan improvements at one time; (2) construct all homes at one time; (3) encourage the development of a detached single-family residential community having a density of no greater than 5.0 units per gross acre; and (4) realizing the odd shape of the subject property, provide a highly attractive, innovative design that will offer a stimulating residential living environment featuring generous landscaping that creates a desirable living environment through the development of a totally planned, park-like development. ADP-12 is fully developed and includes four single-family detached residential units.

3.2.3 REDEVELOPMENT PLANS

The adoption of redevelopment plans by cities is allowed by the State Legislature under the Community Redevelopment Law of the State of California. Redevelopment plans are intended to revitalize and rehabilitate blighted areas. Government assistance is provided initially with the intent to encourage private investment as well. Because redevelopment projects must be in conformance with the General Plan, these plans are one of the more powerful means cities have to implement the goals and policies set forth in their General Plan.

Two redevelopment plans have been adopted by the City of Cerritos: the Los Cerritos Redevelopment Plan and the Los Coyotes Redevelopment Plan (refer to [Exhibit LU-3, *Redevelopment Project Areas*](#)). With the express purpose of eliminating blight through the redevelopment of buildings, infrastructure and other facilities in an area, these two redevelopment areas focus resources that have transformed and continue to improve specific areas of the City.

In fiscal year 2003-2004, both the Los Cerritos and Los Coyotes Redevelopment Plans were amended pursuant to Senate Bill 211 (2001, authored by Senator Torlakson). The amendments are outlined in Ordinance No. 874 for Los Cerritos, adopted November 11, 2003, and Ordinance No. 875 for Los Coyotes, adopted November 11, 2003, and

effectively delete the time limit for the project areas to incur indebtedness provided the Redevelopment Agency complies with Section 33607.7 of the Health and Safety Code. Section 33607.7, as applied to the two redevelopment project areas in Cerritos, requires that the Redevelopment Agency begin making pass-through payments to the affected taxing agencies in fiscal year 2005-2006. Senate Bill 1045 was signed by the Governor in 2003. It is anticipated that the City will need to amend the redevelopment project areas in 2004 to comply with the provisions of the bill.

Los Cerritos Redevelopment Project Area

Originally established in November 1970, the Los Cerritos Redevelopment Project Area encompassed 820 acres. In 1975, 120 acres were added to the Project Area bringing the total acres to 940. The Los Cerritos Redevelopment Project area is bounded by Alondra Boulevard on the north, South Street on the south, irregularly by Studebaker Road, Eric Avenue and Gridley Road on the east and the San Gabriel River Channel on the west. The Los Cerritos Redevelopment Plan was adopted on November 17, 1970 with Ordinance No. 290 and has been amended three times: by Ordinance No. 489 on May 7, 1975, by Ordinance No. 536 on December 1, 1976, and by Ordinance No. 874 on November 24, 2003.

The original Los Cerritos Redevelopment Plan expires in November 2011, while the amended Los Cerritos Redevelopment Plan expires in May 2016. The time period for the Redevelopment Plan may be extended as allowable by State law. The Redevelopment Agency may pay indebtedness or receive property taxes in the original Los Cerritos project area through November 2021, and in the amended Los Cerritos project area through May 2026.

The Cerritos Redevelopment Agency's primary purpose in establishing the original Los Cerritos Project Area was to remedy and alleviate blighted conditions associated with undeveloped and unproductive vacant land, inadequate street and circulation systems, unsuitable land mixes, inadequate or the total lack of public street improvements and the existence of substandard and incompatible uses and structures.

Los Coyotes Redevelopment Project Area

Originally established in May 1975, the Los Coyotes Redevelopment Project Area encompasses approximately 1,600 acres throughout the City. The majority of the Project Area is east of the City of Artesia and extends to both the northern and southern City of Cerritos limits (refer to Exhibit LU-3, Redevelopment Project Areas). The Los Coyotes Redevelopment Plan was adopted in May 1975 with Ordinance No. 490 and has been amended two times: by Ordinance No. 537 on December 1, 1976 and by Ordinance No. 875 on November 24, 2003.

A CITY WITH VISION

CERRITOS GENERAL PLAN

LEGEND

Redevelopment Project Areas

Los Coyotes

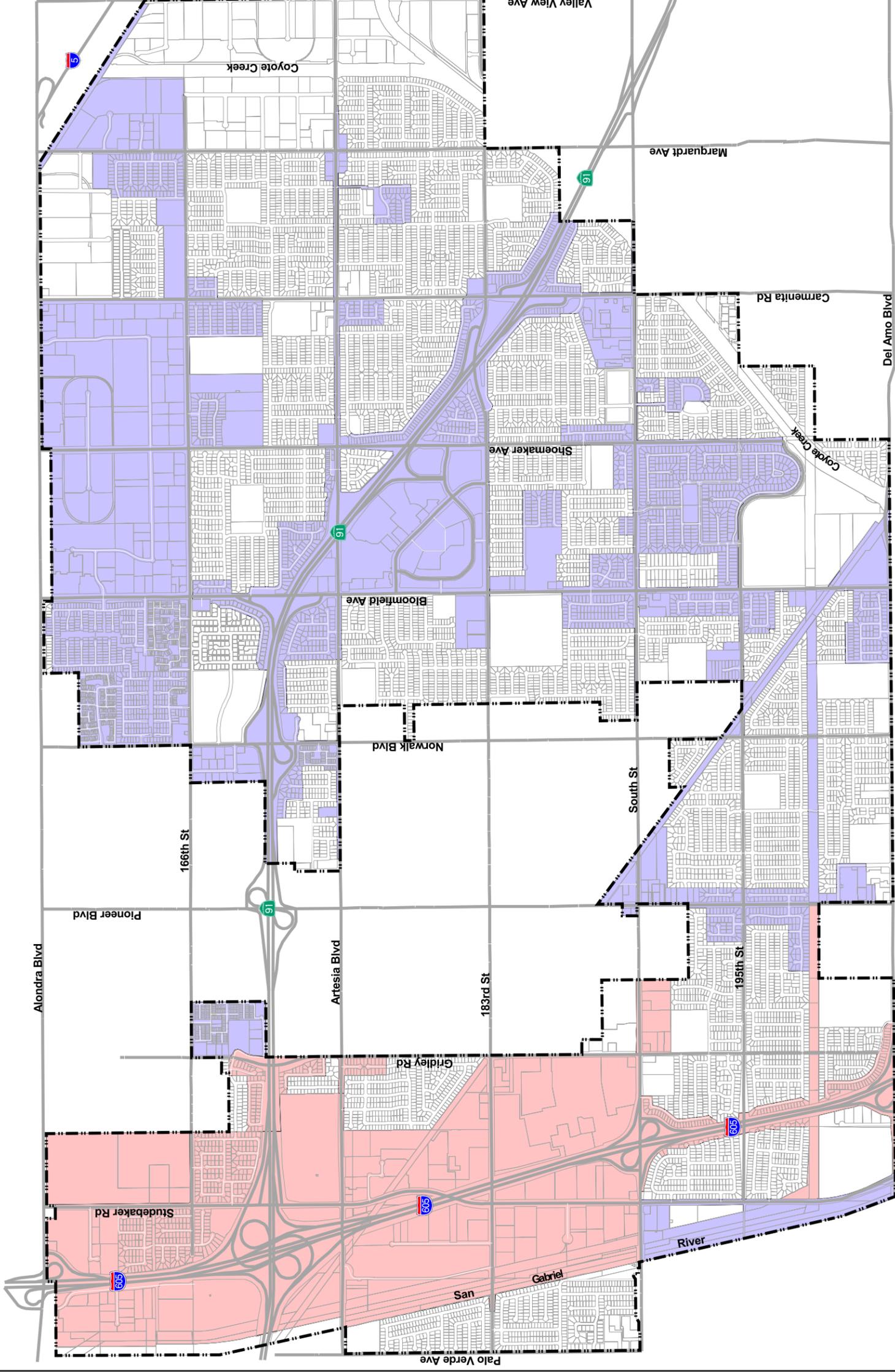
Los Cerritos

City limit



1000 0 1000 2000 Feet

Source: GIS Data, City of Cerritos



Redevelopment Project Areas

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The Los Coyotes Redevelopment Plan expires in May 2016, although the time period for the Redevelopment Plan may be extended as allowable by State law. The Redevelopment Agency may pay indebtedness or receive property taxes in the Los Coyotes project area through May 2026.

The Cerritos Redevelopment Agency's primary purpose in establishing the original Los Cerritos Project Area was to promote sound new community development that is viable, both physically and economically, within the Project Area boundaries. The Plan for the Los Coyotes Project Area responds to the need to correct problems within the Project Area boundaries related to circulation, land use incompatibility, structural dilapidation and deterioration, and to assist the private sector in providing the type of development that will maximize the development of property within the Project Area boundaries and prevent the reoccurrence of the blight conditions.

Redevelopment Plan Objectives

The Cerritos Redevelopment Agency uses the process of redevelopment to eliminate and mitigate visual, economic, physical, social and environmental blight within the City. The following specific objectives were established by the Redevelopment Agency and apply to both Redevelopment Project Areas:

- ❑ The elimination of existing blighted conditions, be they properties or structures, and the prevention of reoccurring blight in and about the Project Area.
- ❑ The development of property within a coordinated land use pattern of residential, commercial, industrial, recreational and public facilities in the Project Area, consistent with the goals, policies, objectives, standards, guidelines and requirements, as set forth in the City's adopted General Plan and Development Code.
- ❑ The development of public services and facilities, including but not limited to recreational, maintenance and operation services and facilities as are necessary and required for the development of the Project Area.
- ❑ The elimination of environmental deficiencies, including inadequate street improvements, inadequate utility systems, inadequate public services; and the removal of deficiencies in the freeway system, including its circulating movement and its social, physical and environmental characteristics of blight prevalent within the Project Area.

- The development of a more efficient and effective circulation corridor system, free from hazardous vehicular, pedestrian and bicycle interfaces and designed to their ultimate circulation flow.
- The implementation of techniques to mitigate blight characteristics resulting from exposure to the freeway, including but not limited to those visual and audible conditions affecting adjacent properties within the Project Area.
- Beautification activities to eliminate all forms of blight, including but not limited to visual blight, in order to encourage community identity.
- The encouragement, promotion and assistance in the development and expansion of local commerce and needed commercial and industrial facilities, increasing local employment opportunities, improving the economic climate and establishing property within the Project Area.
- The acquisition, assemblage and/or disposition of sites with usable and marketable sizes and shapes for commercial, industrial, recreational and public facility development within the Project Area.
- The creation of a more cohesive and unified Cerritos community by strengthening the physical, social and economic ties between residential, commercial, industrial and recreational land uses within and about the Project Area.
- The acquisition and disposition of property for the purpose of providing relocation housing, as may be required, to implement the objectives of the Plan.
- To encourage the coordination, cooperation and assistance of other local agencies, including but not limited to the ABC Unified School District, the Cerritos Community College District, the Los Angeles County Sanitation District and the Consolidated Fire Protection District of Los Angeles County, as may be deemed necessary, to ensure that projects undertaken by this Agency are implemented to their fullest and practical extent.
- The achievement of a physical environment reflecting the high level of concern for architectural and urban design principals deemed important by the Cerritos community.
- To encourage community involvement and citizen participation in the adoption of policies, programs and projects so as to ensure that the Redevelopment Plan is implemented in accordance with the objectives and the goals of the Cerritos General Plan.

3.2.4 DEVELOPMENT AGREEMENTS

Development agreements are authorized by State law to enable a city to enter into a binding contract with a developer in order to assure the city as to the type, character and quality of development. In addition, developers are assured that the necessary development permits will be issued regardless of changes in regulations that may occur in the future.

Development agreements ensure that a developer of a multi-phased project, who has based project financing on conditions negotiated with the City at a particular time, would not be adversely affected by subsequent change in regulations that might otherwise affect the project. This in turn, enables the City to obtain additional contributions and benefits from the developer.

As of August 2001, the City of Cerritos had entered into two development agreements: one with Transpacific Development Company and one with Vestar Development Company. Both agreements are associated with development projects located within ADP-2.

3.3 PROPERTY MAINTENANCE

Cerritos takes great pride in its beautifully maintained neighborhoods, carefully planned retail areas, and abundant recreational facilities, all of which contribute to making Cerritos an attractive place to live and work. The City is committed to maintaining this high-quality image through the implementation of its Code Enforcement Program, whose authority is specified in Chapter 6.20, Property Maintenance, of the City's Municipal Code. The Community and Safety Services Department is responsible for implementing the City's Code Enforcement Program. The intent of the program is to help maintain the City's park-like image, enhance property values and preserve the high-quality of Cerritos neighborhoods. City code enforcement officers respond to more than 3,000 calls from residents each year; patrol the City's streets for health, safety and appearance concerns before the problems contribute to neighborhood decay; and plan the annual City-wide Pride program.

4.0 DESCRIPTION OF THE LAND USE PLAN

4.1 OVERVIEW OF THE LAND USE PLAN

The graphic depiction of the City of Cerritos' official policy relative to land use is presented on [Exhibit LU-4, *General Plan Land Use Map*](#). This diagram illustrates the general pattern and relationship of the various land uses in Cerritos in 2020.

An acreage calculation of the land use policy is presented in Table LU-4, General Plan Land Use in 2020. The acreages of the various land uses on the General Plan Land Use Map are presented, along with number of dwelling units and the amount of non-residential square footage.

The General Plan Land Use Map should be used as general guide for the identification of the location of various land uses in the City. The map should be used in combination with the written goals and policies in the Land Use Element.

**Table LU-4
General Plan Land Use in 2020**

Land Use Designation	2001 Acres	2001 DU/SF	2020 Acres	2020 DU/SF
Low Density Residential	1880.25	13,023 DU 139,810 SF	1,882.13	13,052 DU 139,810 SF
Medium Density Residential	208.82	2,596 DU	208.82	2,596 DU
Office-Professional Commercial	14.18	241,053 SF	15.55	390,246 DU
Community Commercial	100.88	1,517,878 SF	104.74	2,418,241 SF
Regional Commercial	380.93	72 DU 6,179,283 SF	387.05	72 DU 6,845,751 SF
Industrial/Commercial	28.83	536,076 SF	28.83	643,230 SF
Light Industrial	697.85	11,343,771 SF	709.91	11,778,472 SF
Educational	403.49	186,100 SF	403.49	150 DU 355,994 SF
Public/Quasi-Public	21.80	137,666 SF	21.80	137,666 SF
Parks and Open Space	247.12	42,975 SF	248.45	42,975 SF
Utility and Flood Control Right-of-Way	274.71	41,600 SF	274.71	41,600 SF
Railroad Right-of-Way	43.75		43.75	
Misc. Road Right-of-Way/Private Roads	28.42		28.42	
Freeways/Public Streets	1,338.45		1,338.45	
Vacant	26.62		0.00	
TOTAL	5,696.10	15,692 DU 20,366,222 SF	5,696.10	15,871 DU 22,793,985 SF
2020 Increases				+ 179 DU +427,763 SF

4.2 LAND USE DESIGNATIONS

Land use designations describe the type and intensity of development allowed in a given area. While terms like “residential,” “commercial” or “industrial” are generally understood, State General Plan law requires a clear and concise description of the land use categories that are depicted on Exhibit LU-4, General Plan Land Use Map, at the end of this element.

The Land Use Element and General Plan Land Use Map contain the following 11 land use designations:

- Low Density Residential
- Medium Density Residential
- Office-Professional Commercial
- Community Commercial
- Regional Commercial
- Industrial/Commercial
- Light Industrial
- Educational
- Public and Quasi-Public
- Open Space
- Utility and Flood Control Rights-of-Way

GENERAL PLAN LAND USE MAP

The General Plan Land Use Map (Exhibit LU-4) indicates the location of the land use designations within the City. Copies of the General Plan Land Use Map may be obtained from the City's Community Development Department.

LAND USE INTENSITY/DENSITY

State General Plan law requires the Land Use Element to indicate the maximum building intensities/densities allowed in the City. The Land Use Element contains 11 land use designations; each allows certain land uses and establishes corresponding intensity/density standards (refer to Table LU-5, *Land Use Designations and Density/Intensity Standards*). Table LU-5 also includes the expected overall levels of development within each land use designation.

A number of terms are used to describe the land use designations. The term "intensity" refers to the degree of development based on building characteristics such as height, bulk, floor area ratio, and percent of lot coverage. Intensity is most often used to describe non-residential development levels.

The term "density," in a land use context, is a measure of the desired population or residential development capacity of the land. Residential density is described in terms of dwelling units per gross acre (du/ac); thus, the density of a residential development of 100 dwelling units occupying 20 acres of land is 5.0 du/acre. A dwelling unit is a building or a portion of a building used for human habitation and may vary considerably in size (square footage) from small apartments at 400-500 square feet to large single-family homes exceeding 5,000 square feet. For purposes of calculating population, an average number of persons per acre or dwelling unit for all types and sizes of dwelling units is assumed.

Table LU-5
Land Use Designations and Density/Intensity Standards

Land Use Designation	Residential Density DU/AC	Floor Area Ratio	Existing Acreage (2001) (AC)	Vacant Acres (2001)	Total Acres	% of City
Low Density Residential	2 to 5.5	0.70	1,880.25	1.88	1,882.13	43.19
ADP 4: Shadow Park	2 to 4.5	–	116.00	–	–	–
ADP 9: Encore	5.5	–	12.95	–	–	–
ADP 12: Royal Terrace	5.0	–	0.90	–	–	–
Medium Density Residential	6 to 20	varies per ADP	208.82	0.00	208.82	4.79
ADP 3: Residential Mixed Density	6 to 12	–	133.00	–	–	–
ADP 6: Concord Place	6.20	–	15.44	–	–	–
ADP 7: The Palms	6.20	–	5.67	–	–	–
ADP 8: Cerritos Terrace	–	–	2.19	–	–	–
ADP 10: Emerald Villas	21	–	5.99	–	–	–
ADP 11: Pioneer Villas	25	–	4.28	–	–	–
Office-Professional Commercial	–	0.50 to 2.50	14.18	1.37	15.55	0.36
Community Commercial	–	0.20/High Traffic 1.00/Low Traffic	100.88	3.86	104.74	2.40
Regional Commercial	–	≤2.50	380.93	6.12	387.05	8.87
ADP 2: Cerritos Towne Center	–	–	98.00	–	–	–
ADP 5: Cerritos Auto Square	–	–	125.00	–	–	–
Industrial/Commercial	–	≤1.10	28.83	0.00	28.83	0.65
Light Industrial	–	≤1.10	697.85	12.06	709.91	16.28
ADP 1: Cerritos Industrial Park	–	–	300.00	–	–	–
Educational	–	0.25	403.49	0.00	403.49	9.30
Public/Quasi-Public	–	≤1.10	21.80	0.00	21.80	0.51
Parks and Open Space	–	–	247.12	1.33	248.45	6.42
Utility and Flood Control Right-of-Way	–	0.10	274.71	0.00	274.71	5.58
Railroad Right-of-Way	–	–	43.75	0.00	43.75	1.00
Misc. Road Right-of-Way/Private Roads	–	–	28.42	0.00	28.42	0.65
TOTAL			4,330.93	26.62	4,357.55	100.00

DESIGNATIONS

Low Density Residential

The Low Density Residential designation is intended for the development of single-family residential neighborhoods that:

- Provide access to schools, parks and other community services,
- Provide a high-quality architectural design,
- Provide an excellent environment for family life, and
- Preserve residential property values.

Densities for Low Density Residential range from 2 to 5.5 dwelling units per acre (du/ac) with detached units each on their own parcel. Non-residential uses that complement and serve the surrounding residential neighborhood typically include schools, parks, churches, libraries and public facilities. Uses such as community centers should also be allowed but with a conditional use permit as directed through the Zoning Ordinance.

The majority of housing in the City of Cerritos is in this land use designation. At an average of 3.8 persons per unit, population density in this designation would be up to 20.9 persons per acre.

Zoning districts compatible with the Low Density Residential designation are Single-Family Residential (RS), Multi-Family Residential (RM), ADP-3, ADP-4, ADP-9 and ADP-12.

Medium Density Residential

The Medium Density Residential designation is intended for the development of single-family and multi-family residential neighborhoods that:

- Provide a variety of housing types,
- Provide access to schools, parks and other community services,
- Provide a high-quality architectural design that preserves privacy,
- Provide common spaces, recreation areas and services convenient to residents,
- Provide an excellent environment for family life, and
- Preserve residential property values.

Densities range from 6 to 20 dwelling units per acre (du/ac). The dwelling units could be attached or detached and could include single-family, duplexes, townhomes, condominiums and apartments. At an average of 3.8 persons per unit, population density in this designation would range from 22.8 persons per acre to 76.0 persons per acre.

Non-residential uses that complement and serve Medium Density Residential neighborhoods and surrounding residential communities, and that are allowed within Medium Density Residential designated areas typically include schools, parks, churches, libraries and public facilities. Quasi-residential uses such as convalescent hospitals and group residential homes are also allowed. Uses such as community centers and offices supporting the neighborhood (such as leasing offices) are allowed with a conditional use permit as directed by the Zoning Ordinance. The same floor area ratios specified under the Community Commercial land use designation apply to such uses.

Zoning districts compatible with the Medium Density Residential designation are Multi-Family Residential (RM), ADP-3, ADP-6, ADP-7, ADP-8, ADP-10 and ADP-11.

Office - Professional Commercial

The Office – Professional Commercial designation is intended for office and professional employment and services that serve the community and region. Uses in this designation include medical, professional, financial, administrative, religious, private schools and their interrelated uses. Commercial uses are minimized and would be more appropriate in the Community Commercial Designation.

Sites with this designation need to be sensitive to the surrounding land uses when establishing their site density. Floor area ratios (FAR) should range from 0.5 to 2.5 depending on their relationship to adjacent uses. Sites could accommodate a mix of single- to four-story buildings.

Zoning districts compatible with the Office-Professional designation are Commercial-Office-Professional (C-O-P) and ADP-2.

Community Commercial

The Community Commercial designation is intended to allow a range of commercial activities that serve local residential neighborhoods. Uses in this designation include a variety of retail and professional services such as markets, drug stores, retail shops, financial institutions, service establishments, support offices and restaurants. On sites of acceptable size and that can demonstrate adequate access capacity for vehicular traffic, uses including department stores, retail clothing stores, theaters, hotels and motels would also be allowed. Institutional uses such as churches and schools are also appropriate if they are compatible with surrounding land uses.

Sites with this designation need to be sensitive to the surrounding land uses when establishing their development intensity. Floor area ratios (FAR)

range from 0.2 for high trip generating land uses to 1.0 for low trip generating land uses. A mix of one- and two-story buildings is appropriate for the sites. This land use designation is typically located along arterials due to the potential amount of traffic generated.

Zoning districts compatible with the Community Commercial designation are Commercial-Office-Professional (C-O-P), Neighborhood Commercial (CN) and Community Commercial (CC).

Regional Commercial

The Regional Commercial designation is intended to apply to large retail shopping areas that serve a regional market area. The intended uses within this designation include major department stores, specialty retail outlets, restaurants, offices, automobile dealerships, hotel and other complementary uses. Auto sales are allowed within specific zoning designations.

Developments in this designation generate a high volume of traffic because of the regional draw and therefore, Regional Commercial designated areas are located near to freeways and away from residential uses. Floor area ratios (FAR) up to 2.5 are allowed. Buildings can be a mix of one- to four-story structures with parking structures to accommodate the needs of the businesses.

Zoning districts compatible with the Regional Commercial designation include Commercial-Office-Professional (C-O-P), Neighborhood Commercial (NC), Community Commercial (CC), Regional Commercial (RC), ADP-2 and ADP-5.

Industrial/Commercial

The Industrial/Commercial designation is intended to provide for a variety of industrial and compatible office and support commercial uses. Uses include manufacturing, processing, research, science, engineering, wholesale trade and institutional services. Development in the designation is intended to:

- Provide a high-quality, safe and healthy working environment for the employees,
- Retain a high-quality, campus like feel throughout, and
- Minimize conflict between the industrial uses in the designation and adjacent land uses, especially residential, parks, open space and institutional designations.

Development within this designation should be contained on large, multiple parcel areas that should retain a similar look and feel between them. Floor area ratios (FAR) for development are limited to a maximum of 1.1, though increases are available for situations where there is a special need. A mix of one- and two-story buildings is appropriate. Because of the truck traffic generated by the uses, the Industrial/Commercial designation is located along major arterials, and also have freeway and rail access. Street layouts are designed to minimize truck traffic adjacent to and through residential areas.

Zoning districts compatible with the Industrial/Commercial designation include Industrial (M), Industrial/Commercial (MC), Industrial/Commercial-One (MC-1) and Industrial/Commercial-Two (MC-2) and ADP-1.

Light Industrial

The Light Industrial designation is intended to provide for a variety of small- and medium-sized industrial, compatible office and commercial support uses that may be more intensive than those developed under the Industrial/Commercial designation. Uses include manufacturing, processing, research, science, engineering, wholesale trade and institutional services. Development in this designation is intended to:

- Provide a high-quality, safe and healthy working environment for the employees, and
- Minimize conflict between the industrial uses in the designation and adjacent land uses, especially residential, parks and open space and institutional designations.

Development with this designation should be contained on large parcels. Floor area ratios (FAR) for development are limited to a maximum of 1.1. Increases are available for situations where there is a special need. A mix of one- and two-story buildings is appropriate. Because of the truck traffic generated by the uses, the Light Industrial designation is located along major arterials, and also has freeway and rail access. Street layouts are designed to minimize truck traffic adjacent to and through residential areas.

Zoning districts compatible with the Light Industrial designation include Industrial (M), Industrial/Commercial (MC), Industrial/Commercial-One (MC-1), Industrial/Commercial-Two (MC-2) and ADP-1.

Educational

The Educational designation is intended to provide areas for educational institutions to serve the City and region. Schools often become focal points for the community and, thus, are maintained and necessary to support not

only the education of the children and adults, but also the cohesiveness and integrity of the surrounding neighborhoods. Schools may be public or private and the population served could range from pre-school to college. The maximum building intensity for this designation is a FAR of 0.25.

Zoning districts compatible with the Educational designation include Single-Family Residential (RS), Multi-Family Residential (RM), Commercial-Office-Professional (C-O-P), Neighborhood Commercial (CN) and Open Space (OS).

Parks and Open Space

The Parks and Open Space designation is intended to provide for land within the City that meets the passive and active recreational needs of the citizens and that promotes and preserves the health and general welfare of citizens. Parks and open space and the activities they offer help to sustain the high-quality of life in the City. Park and open space areas provide amenities in the community for individual and group activities. Uses appropriate within this designation include traditional parks, community gardening, agriculture and golf courses.

Both public and private land can be designated as parks and open space. Public lands can include areas that are specifically identified for park use, and utility, rail and flood rights-of-way.

Zoning districts compatible with the Parks and Open Space designation include Agricultural (A), Single-Family Residential (RS), Multi-Family Residential (RM) and Open Space (OS).

Public and Quasi-Public

The Public and Quasi-Public designation provides areas for a wide variety of services for the public. Services provided in this designation promote a high-quality of life, protect the safety of the citizens and serve as focal points to join the entire City together. Civic and governmental uses are intended for this designation, and typically include City offices and yards, libraries, post offices and fire and police stations. Hospital and medical centers may also be appropriate. Sites are located throughout the City.

Depending on the use for the site, buildings or other permanent structures may or may not be present. The maximum building intensity for this designation is a FAR of 1.1.

Zoning districts compatible with the Public and Quasi-Public designation include Agricultural (A), Single-Family Residential (RS), Multi-Family Residential (RM), Industrial/Commercial (MC), Open Space (OS) and Open Space Overlay (OS-1).

Utility and Flood Control Rights-of-Way

The Utility and Flood Control designation is intended to designate those areas in the City that are developed for utility and flood control use. Power line rights-of-way and flood control channels are included in this designation. Because of these types of uses, other development is limited though recreational, open space and storage uses are also appropriate with the approval of the agency owning the property and the City.

The presence of permanent buildings on a site for purposes to serve the utility or flood control facility is minimal. The maximum building intensity for this designation is a FAR of 0.10.

Zoning districts compatible with the Utility and Flood Control designation include Industrial/Commercial (I/C), Open Space (OS), and Open Space Overlay (OS-1).

GENERAL PLAN/ZONING RELATIONSHIP

The relationship between the General Plan land use designations and zoning districts is shown in Table LU-6, *Relationship of General Plan Land Use Designations with Zoning*. This table indicates how properties should be zoned to be consistent with the General Plan Land Use Map. As presented in the table, there are 11 General Plan land use designations and 24 zoning categories.

Table LU-6
Relationship of General Plan Land Use Designations with Zoning

Zoning	Land Use Designations										
	Low Density Residential	Medium Density Residential	Office - Professional	Community Commercial	Regional Commercial	Industrial/Commercial	Light Industrial	Educational	Parks and Open Space	Public - Quasi Public	Utility and Flood Control Rights-of-Way
A									●	●	●
RS*	●							●	●	●	
RM		●						●	●	●	
COP			●	●	●						
CN				●	●			●			
CC				●	●						
CR					●						
M						●	●				
MC						●	●				
MC-1						●	●				
MC-2						●	●				
OS-1										●	●
OS								●	●	●	●
ADP-1**						●	●				
ADP-2**			●		●						
ADP-3**	●	●									
ADP-4**	●										
ADP-5**					●						
ADP-6**		●									
ADP-7**		●									
ADP-8**		●									
ADP-9**	●										
ADP-10**		●									
ADP-11**		●									
ADP-12**	●										

* RS zoning designation includes both RS-6500 and RS-5000.

** ADP (Area Development Plan) zoning can only occur in an area designated as an Area Development Plan both in the zoning ordinance and on the General Plan Land Use Designation Maps.

5.0 PLANNING FACTORS, GOALS AND POLICIES

PRESERVE AND ENHANCE THE COMMUNITY CHARACTER

Planning Factor

Cerritos is distinctive. The quality of life and high-quality residential, commercial, industrial and entertainment development make the City unique. Preserving these attributes is important to the community. New development and redevelopment should be well designed to preserve and enhance these attributes.

Goal LU-1 *Preserve, promote and protect the existing high-quality physical development that characterizes the City and quality of life within the City of Cerritos.*

Policies LU-1.1 Encourage high-quality design and construction for development that is a positive addition to and compatible with the City's existing ambiance. Development shall enhance the character and unique identity of existing commercial, industrial and/or residential uses. Development shall be defined to include landscaping, parking, lighting, business identification signs and buildings.

LU-1.2 Encourage developers to engage in early discussions with the City regarding the design, nature and scope of the project and possible impacts and mitigation requirements. These discussions should occur as early as possible in the project planning stage, preferably preceding land acquisition.

LU-1.3 Promote high-quality, well designed, environmentally conscious and verdant landscaping in new and existing developments.

LU-1.4 Encourage private/public funding, development and operation of cultural amenities, activities and centers consistent with the character of Cerritos.

LU-1.5 Achieve compliance with City ordinances and regulations through education, incentive and other proactive measures, in addition to issuing citations, collecting fines or other punitive measures.



A BALANCE OF LAND USES

Planning Factor

The General Plan Land Use Map is intended to provide a balance of residential, commercial, industrial, educational, recreational and civic facilities that meet the needs of the citizens of Cerritos.

Goal LU-2 *Provide a balance of residential and non-residential development throughout the City.*

Policies LU-2.1 Achieve a land use balance through the following methods:

- Provision of incentives for desired commercial and industrial uses;
- Coordination of land use and circulation patterns to ensure proper circulation capacity and infrastructure;
- Promotion of a variety of housing types and affordability to meet the development goals of the Housing Element; and
- Provision of needed housing opportunities to support employment growth.

LU-2.2 Coordinate redevelopment and planning activities and resources to balance land uses, amenities and civic facilities in order to sustain or improve the quality of life.

LU-2.3 Coordinate City strategies with Los Angeles County, Gateway Cities Council of Governments and other appropriate agencies and/or organizations to meet housing and employment needs.

LU-2.4 Attract and maintain land uses that generate revenue for the City of Cerritos, while maintaining a balance of other community needs such as housing, open space and public facilities.

LU-2.5 Evaluate land use intensities in conjunction with the review of any zone change and/or General Plan Amendment to permit density or modify intensity. Factors to be considered include, but are not limited to, the maximum intensity allowed for the applicable land use designation in the General Plan, circulation

patterns, environmental constraints and compatibility with surrounding land uses.

Goal LU-3 *Promote and assist the growth and vitality of existing commercial centers.*

Policies LU-3.1 Monitor the conditions and status of older neighborhood commercial centers and underutilized commercially-zoned parcels.

LU-3.2 Provide rehabilitation assistance in targeted commercial districts to enable the upgrading of commercial properties.

LU-3.3 Encourage owners of neighborhood commercial centers to provide a mix of tenants consistent with the consumer demands of the community, which can be determined by:

- Resident surveys to determine consumer needs; and
- Marketing studies to determine the appropriate tenant mix.

LU-3.4 Pursue categories of resident retail demand that are not being met within the City. To this end, initiate strategies to market, attract, and retain targeted types of retail commercial and restaurant uses.

LU-3.5 Permit drive-thru uses only in areas designated as regional commercial, and specifically to the area identified as the Regional Commercial District on Exhibit CD-2, which includes the Los Cerritos Center, Best Plaza, South Street Cerritos, and Babies "R" Us Center.

LU-3.6 Consider expanding Area Development Plan Five (ADP-5), Cerritos Auto Square, to include the area west of the I-605 Freeway, south of Artesia Boulevard and east of Crusader Avenue; the area northwest of the I-605 Freeway along either side of Studebaker Road and south of Artesia Boulevard; and, the area and/or parcels located at the northwest and northeast corners of Studebaker Road and South Street.



COMPATIBLE LAND USES

Planning Factor

Incompatible land uses immediately adjacent to one another, such as residential and industrial uses, may significantly hinder the health of a community. Uses should be appropriately buffered or incompatibilities should be addressed through redesignation of uses or mitigation of impacts to adjacent uses in the area.

Goal LU-4 *Adjacent land uses shall be compatible with one another.*

Policies LU-4.1 Require that commercial and industrial development that abuts residential or educational uses be adequately screened and buffered from the residential neighborhood or educational facility.

LU-4.2 Ensure that any land use that handles, generates and/or transports hazardous substances, as defined by state and federal regulations, will not negatively impact existing sensitive receptors/land uses.

LU-4.3 Coordinate with adjacent landowners, cities and counties in developing compatible land uses for areas adjacent to the City’s boundaries.

LU-4.4 Coordinate with the Cerritos Community College District, the ABC Unified School District, the Metropolitan Transportation Authority (MTA) and other public entities in the planning and development of property located within the City of Cerritos to ensure compliance with the goals and policies of the General Plan.



EFFECTIVE DEVELOPMENT OR REDEVELOPMENT OF VACANT, UNDERUTILIZED OR SMALL PARCELS

Planning Factor

A number of small vacant parcels, mostly former service station sites, exist in the City. Many of these former service station sites are located on corner lots and are less than one-half acre in size. Redevelopment of these sites is limited by both their size, potential contamination, clean-up and inflated property values. In addition, former developed sites may be left with

abandoned buildings, which need to be rehabilitated or removed. It is important that incompatible and non-conforming uses that detract from the community be removed or relocated, and that new development compatible with surrounding uses occur on these vacant, underutilized or small parcels.

Goal LU-5 *Rehabilitate and/or remove abandoned buildings/facilities.*

Policies LU-5.1 Require property owners to remove abandoned and/or boarded up buildings and related site improvements.

LU-5.2 Maintain the City's current level of code enforcement.

LU-5.3 Enforce Title 6, Health and Sanitation, of the City's Municipal Code in order to maintain properties in transition and abandoned commercial and industrial buildings and properties.

Goal LU-6 *Remove incompatible and non-conforming uses that detract from the aesthetics and safety of the community.*

Policy LU-6.1 Encourage compatible land uses to locate in appropriate areas of the City.

Goal LU-7 *Promote infill development on vacant or underutilized parcels.*

LU-7.1 Ensure that infill projects contribute to the further development of the surrounding neighborhood (e.g., improve circulation, contribute to or provide neighborhood unity, eliminate a blighted area and enhance the existing quality of life).

LU-7.2 Design infill projects in context with adjacent neighborhood and surrounding uses. The design should consider the existing scale and character of surrounding structures, and should blend rather than compete with the established character of the area.

LU-7.3 Encourage the development of permanent infill commercial, office and/or residential uses on vacant or underutilized sites less than ½-acre in size that abut residential land uses on two sides. Landscape

demonstration gardens, public art or other community oriented programs may also be considered for said sites on a temporary basis.

- LU-7.4 Encourage the development of permanent infill commercial and/or office uses on vacant or underutilized sites greater than ½-acre in size, that are part of a larger commercial center, and zoned CN (Neighborhood Commercial) or CC (Community Commercial). If the subject site is an existing commercial center that is in a state of decline, the City should consider the redevelopment or rezoning of the commercial center to a more appropriate use.

Goal LU-8 *Implement the Redevelopment Plan to enhance the Redevelopment Project Areas.*

- LU-8.1 Direct Redevelopment Agency investments to those economic activities and locations with the greatest potential economic return.
- LU-8.2 Use redevelopment financing in conjunction with code enforcement activities to assist in the rehabilitation of non-residential and residential developments.
- LU-8.3 Prioritize and coordinate redevelopment area public improvements with those in the City's Capital Improvement Program.
- LU-8.4 Provide rehabilitation assistance in targeted commercial districts to enable the upgrading of commercial properties.

■ ■ ■

PRESERVE RESIDENTIAL NEIGHBORHOODS

Planning Factor

Residential neighborhoods in Cerritos are attractive and well maintained. Planning for neighborhood preservation and protection is one of the most important purposes of the City's General Plan. Maintaining neighborhood quality requires: conservation of existing housing, good street design, minimizing and controlling traffic in residential neighborhoods and development review that adheres to quality design. Factors such as the

introduction of new or excessive traffic, existing substandard infrastructure or economic pressures may cause disruption of neighborhoods.

Goal LU-9 *Maintain the existing character of residential neighborhoods by controlling development.*

Policies LU-9.1 Protect residential areas from the effects of potentially incompatible uses. Where new commercial or industrial development is allowed adjacent to residentially zoned districts, maintain standards for circulation, noise, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses.

LU-9.2 Allow non-residential activity in residential areas only when the character and the quality of the neighborhood can be maintained.

LU-9.3 Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a residential neighborhood.

LU-9.4 Assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood.

LU-9.5 Develop and implement appropriate traffic controls to protect residential neighborhoods from the impacts of through traffic, such as safety hazards, speeding, noise and other disturbances.

LU-9.6 Allow development only with adequate physical infrastructure (e.g., transportation, sewers, utilities, etc.) and social services (e.g., education, public safety, etc.).

LU-9.7 Allow redevelopment of underutilized school sites commensurate with the surrounding residential neighborhood and availability of services.

Goal LU-10 *Preserve the positive qualities of Cerritos' residential areas and extend these qualities into new housing areas.*

- Policies**
- LU-10.1 Encourage “area development plans” which incorporate a more comprehensive and creative approach to residential design.
 - LU-10.2 Encourage the construction of new housing at the maximum density permitted by the General Plan, particularly on sites designated for medium density housing.

MAINTAIN THE VARIETY AND INDIVIDUAL IDENTITY OF RESIDENTIAL NEIGHBORHOODS

Planning Factor

One of Cerritos’ most outstanding assets is the visual diversity of its individual neighborhoods. Development represents a variety of architectural styles from various eras, embodying a variety of sizes, design features, and building materials resulting in neighborhoods with their own unique identity. Unique districts or neighborhoods can be the product of an underlying theme or character (e.g., architectural, cultural or historical) or can be created by physical barriers (e.g., freeways or major streets).

Goal *LU-11 Preserve and enhance existing community and neighborhood character and sense of place.*

- Policies**
- LU-11.1 Encourage a variety of housing types and sizes that are balanced throughout the City and also compatible with the character of the surrounding neighborhood.
 - LU-11.2 Ensure that new development is a positive addition to the City’s environment and does not detract from the nature and character of appropriate nearby established development.
 - LU-11.3 Maintain the character and identity of existing neighborhoods. Ensure that proposals for new construction, remodels and additions that are larger than those of the neighborhood, be designed to be compatible with and blend in with the existing neighborhood, and minimize impacts on adjacent parcels.

LU-11.4 Maintain the City's capacity to meet its housing needs as identified in the Housing Element.

RESIDENTIAL DENSITY VERSUS BUILDING INTENSITY

Planning Factor

As land prices have increased, lot sizes have become smaller while house sizes have become larger. This intensity of land use gives the impression of a higher density than actually exists. This perception creates both a design and construction challenge for residential infill developments of all densities permitted in the General Plan.

Goal LU-12 *Limit the intensity of new development to a level consistent with surrounding development and the City at large.*

Policy LU-12.1 Balance size and number of units to achieve appropriate (limit) intensity.

Goal LU-13 *Reduce the visual impact of new construction and/or remodeling on the City and its neighborhoods.*

Policies LU-13.1 Review all development applications in light of the overall mass and scale of the intensity.

LU-13.2 Increase building setbacks as mass and height increase.

Goal LU-14 *Preserve the quality of the personal open space on residentially zoned parcels.*

Policy LU-14.1 Maximize quality usable open space in all new developments.

PROPERTY MAINTENANCE AND APPEARANCE

Planning Factor

Property maintenance is important in Cerritos. In both residential and non-residential areas, continue the focus on property improvement and enhanced property maintenance.

C E R R I T O S G E N E R A L P L A N

Goal LU-15 *Strive to eliminate all signs of property deterioration in Cerritos.*

Policies LU-15.1 Continue to implement an active Code Enforcement Program.

LU-15.2 Develop incentive programs for the improved appearance of residential, commercial and industrial areas.

LU-15.3 Continue to promote and expand programs such as the City Wide Pride Beautification Program, which recognizes excellence in property upkeep.

LU-15.4 Continue to support the City's Property Preservation Commission in maintaining the high development standards of private property within the community.

LU-15.5 Continue to maintain graffiti suppression and removal programs.

Goal LU-16 *Enhance those freeway corridors that act as gateways into the City of Cerritos.*

Policies LU-16.1 Work with Caltrans to provide and maintain an attractive freeway environment in Cerritos, including access ramps and freeway interchanges.

LU-16.2 Require commercial and industrial development adjacent to, and visible from, the freeways and their ramps, to incorporate enhanced landscape and architectural treatment to the building, which shall include screening of roof top equipment.

Related Goals and Policies: Refer to Goal CD-1 and Policies CD-1.2 and CD-1.3 in the Community Design Element, which address freeway and interchange enhancements.



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CERRITOS GENERAL PLAN

LEGEND

Land Use Designations

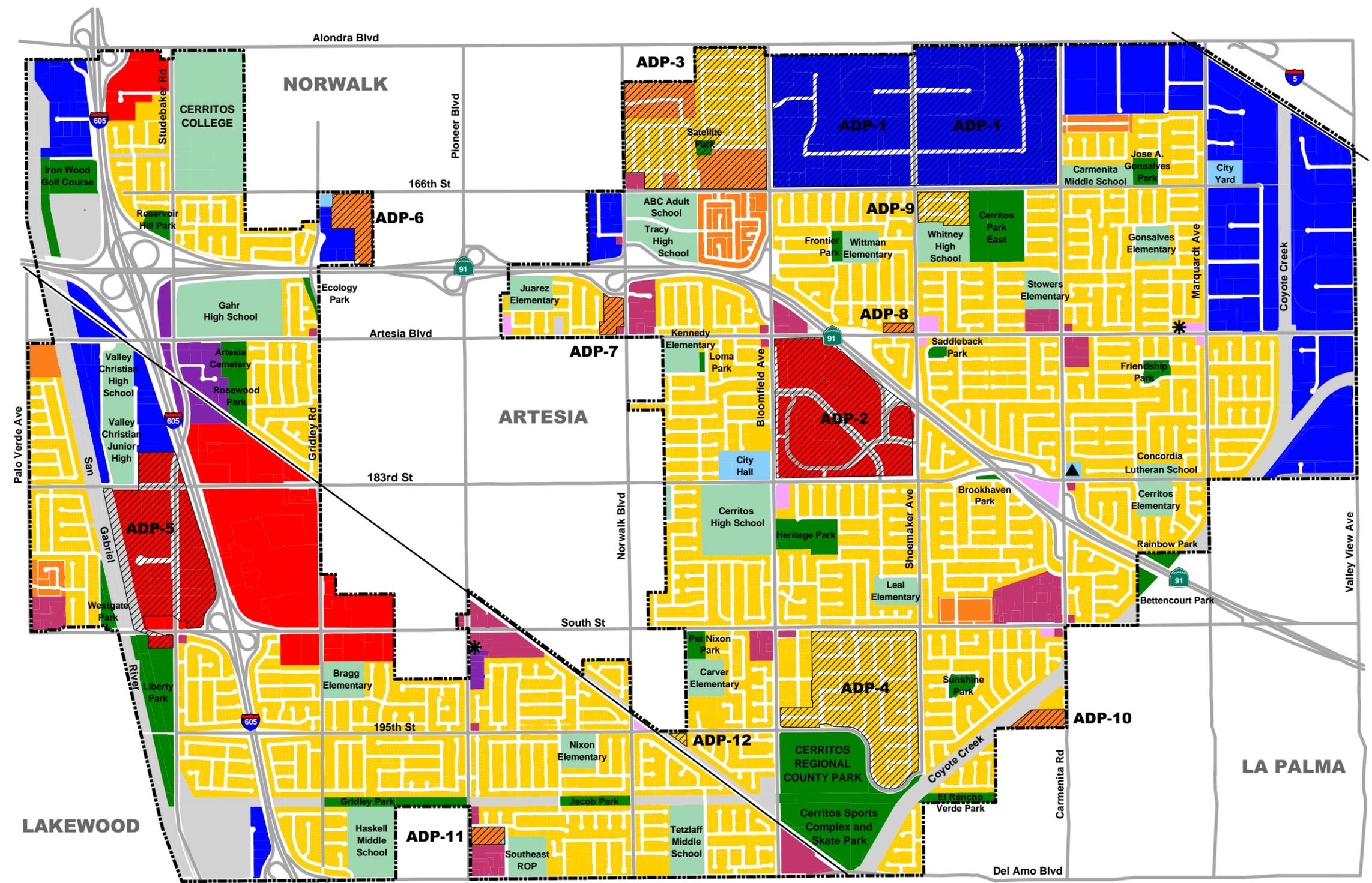
- Low Density - 2 to 5.5 Units / Acre
- Medium Density - 6 to 20 Units / Acre
- Office Professional Commercial
- Community Commercial
- Regional Commercial
- Industrial / Commercial
- Light Industrial
- Educational Use
- Parks and Open Space
- Public and Quasi Public
- Utility and Flood Control
- Road ROW

- Area Development Plans
- ADP-1: Cerritos Industrial Park
 - ADP-2: Cerritos Towne Center
 - ADP-3: Residential Mixed Density
 - ADP-4: Shadow Park
 - ADP-5: Cerritos Auto Square
 - ADP-6: Concord Place
 - ADP-7: The Palms
 - ADP-8: Cerritos Terrace
 - ADP-9: Encore
 - ADP-10: Emerald Villas
 - ADP-11: Pioneer Villas
 - ADP-12: Royal Terrace

Roadway Designations

- Freeway / Arterial
- City Limits

- Fire Stations
- Post Office



Source: GIS Data, City of Cerritos. Land Use modified by RBF Consulting for purposes of General Plan Update, November 2004.



General Plan Land Use Map

CHAPTER 3

COMMUNITY DESIGN ELEMENT

1.0 INTRODUCTION

Community identity is the visual image of the community that is held in the minds of residents and visitors. Cerritos' identity includes the many visual images that people associate with the community, including the City's physical form, activity nodes, landmarks, street corridors, buildings, signs, and other similar physical features.

A City's physical identity is clear if people can readily perceive the community in images that differentiate it from surrounding communities. When communities run together in undifferentiated masses they lack a distinct identity. Cerritos has always aimed to differentiate itself as a unique place. Through successful efforts such as the Cerritos Towne Center, community public art program and citywide landscaped medians, the City stands out as a unique community that is easily differentiated from its surroundings.

To maintain and strengthen the harmony among the City's urban design components, Cerritos will continue to place major emphasis on design solutions that contribute to the City's high-quality image. The Community Design Element contains goals, policies and design concepts aimed at strengthening Cerritos' physical identity and high-quality image.

2.0 AUTHORITY FOR THE ELEMENT

Authority for the Community Design Element is found in Section 65303 of the State Government Code. That section allows cities and counties to add optional elements beyond the State-mandated elements. This element focuses on all areas within Cerritos' City limits.

The Community Design Element establishes goals and policies to enhance the livability of the City and encourage and protect investment in the City by ensuring the highest level of quality in the design and re-design of the City's physical form. This commitment has and will continue to set Cerritos above the majority of communities in Southern California. The Community Design Element illustrates those design concepts that are applicable to the

enhancement of Cerritos' physical identity. The majority of these design concepts apply to generalized situations. Thus, in addition to setting goals and policies, the Community Design Element can also be utilized as a source book of possible solutions for design problems as the opportunity for implementation arises.

This element aims to recognize the many positive design features of Cerritos, preserve and enhance those features, improve the livability of the community through physical design considerations in public areas that need improvement, and encourage quality private development through appropriate development policies. The result is a livable community defined by quality, cohesiveness and human needs.

3.0 SUMMARY OF EXISTING CONDITIONS

3.1 COMMUNITY IMAGE

The perceived "image" of a community is made up of a complex array of physical elements and the relationships between them. The community's visual image is not static; it changes over time and from location to location within the community. Unique districts and neighborhoods often have their own images apart from the greater community image.

Ideally, a City's visual image matches the values and aspirations of its citizens. Through the implementation of these values and goals, physical development takes place resulting in an image that residents can identify with and visitors can understand.

Cerritos is a built out community. The major physical features that define it as a place (e.g., boundaries, circulation routes, San Gabriel River, etc.) have existed for a long time. Yet, while these major features are in place, there is an ongoing process of refining and improving elements of the built environment in a positive way that continues to reinforce Cerritos' image as a progressive community and a quality place to live.

To help understand existing conditions in Cerritos, it is necessary to first understand the components of the City's urban design framework. The following is a discussion of the elements that contribute to the City of Cerritos' urban form and character.

3.1.1 LANDMARKS

Landmarks are well-remembered places, structures, or natural features that provide orientation and identity within a City. Cerritos contains a significant number of objects and places that provide visual and functional points of reference (refer to [Exhibit CD-1, Landmarks](#)). Among these are:

- Cerritos City Hall
- Cerritos Library
- Cerritos Center for the Performing Arts
- Cerritos Towne Center
- Los Cerritos Center
- Cerritos Auto Square
- Fountain at Cerritos Towne Center and the SR-91 Freeway (Gore Project)
- Cerritos Senior Center at Pat Nixon Park

3.1.2 GATEWAYS

Gateways are significant points of entry into a community – the community’s doorstep. They help shape the identity and provide a clear sense of a community’s boundaries. Because they often provide the first impression of a community, gateways represent an important opportunity to convey a positive and lasting image. Currently, Cerritos has 16 existing entry monument signs at gateways throughout the City. Other community entry identifiers include street signs with the City name and seal included on the face. Major gateways in Cerritos are shown in Exhibit CD-2, *Districts, Paths, Edges, and Gateways*.

3.1.3 FREEWAY CORRIDORS AND INTERCHANGES

Freeway interchanges are highly visible areas along transportation corridors, which require special attention. Interchanges can be perceived as gateways to the community and should offer a “sense of arrival” to freeway users. The City of Cerritos has several interchanges along the I-605 and SR-91 freeway corridors that offer good opportunities for enhancement.

Views from the freeways contribute a great deal to the City’s image. Special controls on freeway frontage property (particularly commercial and industrial) have been instituted to require outdoor storage and maintenance areas to be screened from view. Roofscape areas are also a major feature, particularly from elevated sections of the freeways, and aesthetic treatment of ventilators and other mechanical equipment on rooftops are required. Signing controls should also be rigorously enforced.

3.1.4 PUBLIC SPACES

Public places are special areas where people can share a sense of belonging with the City. They are essential to the social cohesion of a community and provide a context where people of all ages can participate together. In Cerritos, outdoor public places are found in City parks, plazas and courtyards around public buildings and pedestrian enclaves. These

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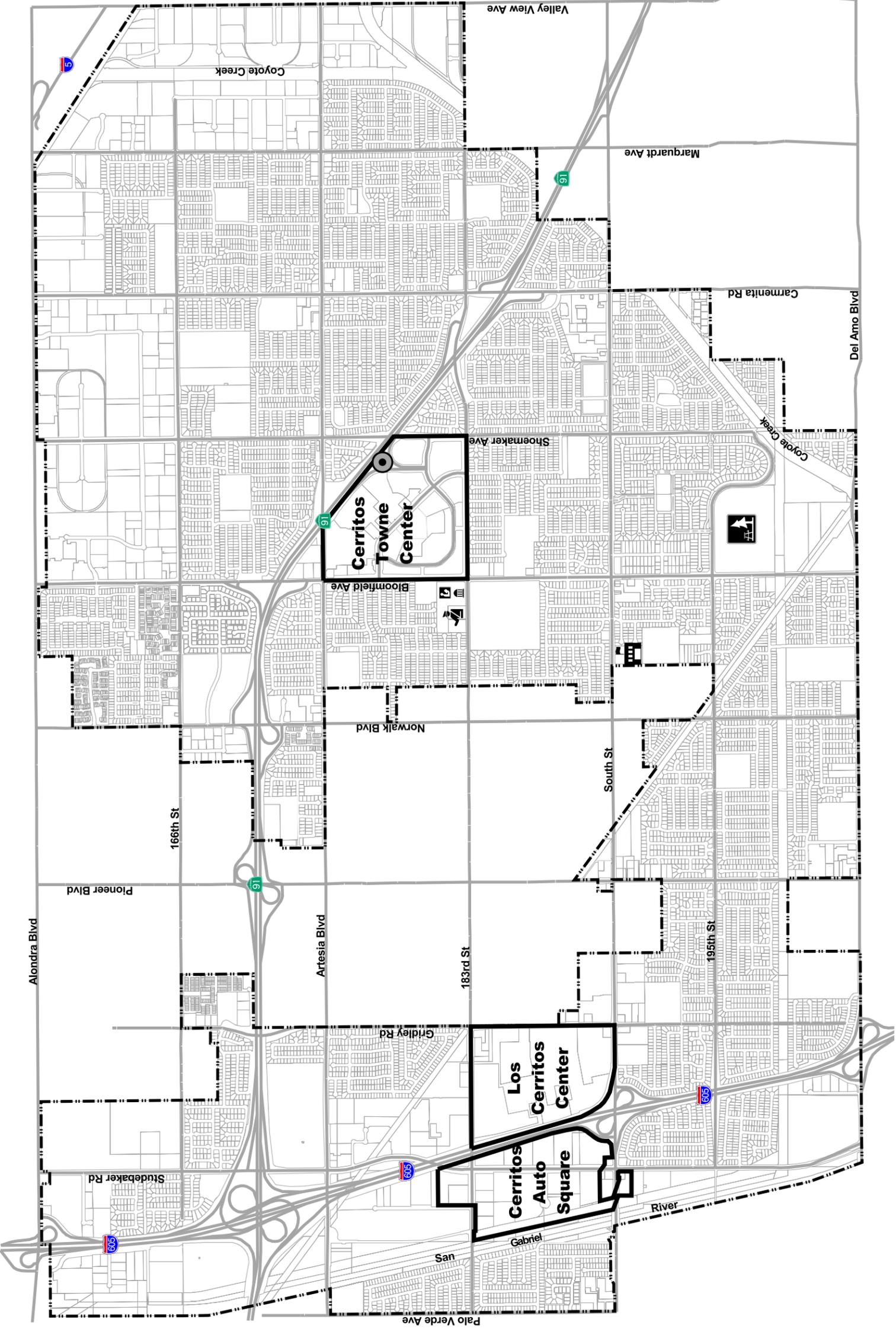
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**CERRITOS
GENERAL PLAN**

- LEGEND**
-  Cerritos Auto Square
 -  Cerritos Center for the Performing Arts
 -  City Hall
 -  Fountain
 -  Library
 -  Regional Park
 -  Cerritos Senior Center
 -  Sheriff Station
 -  City Limits



Source: RBF Consulting



Landmarks

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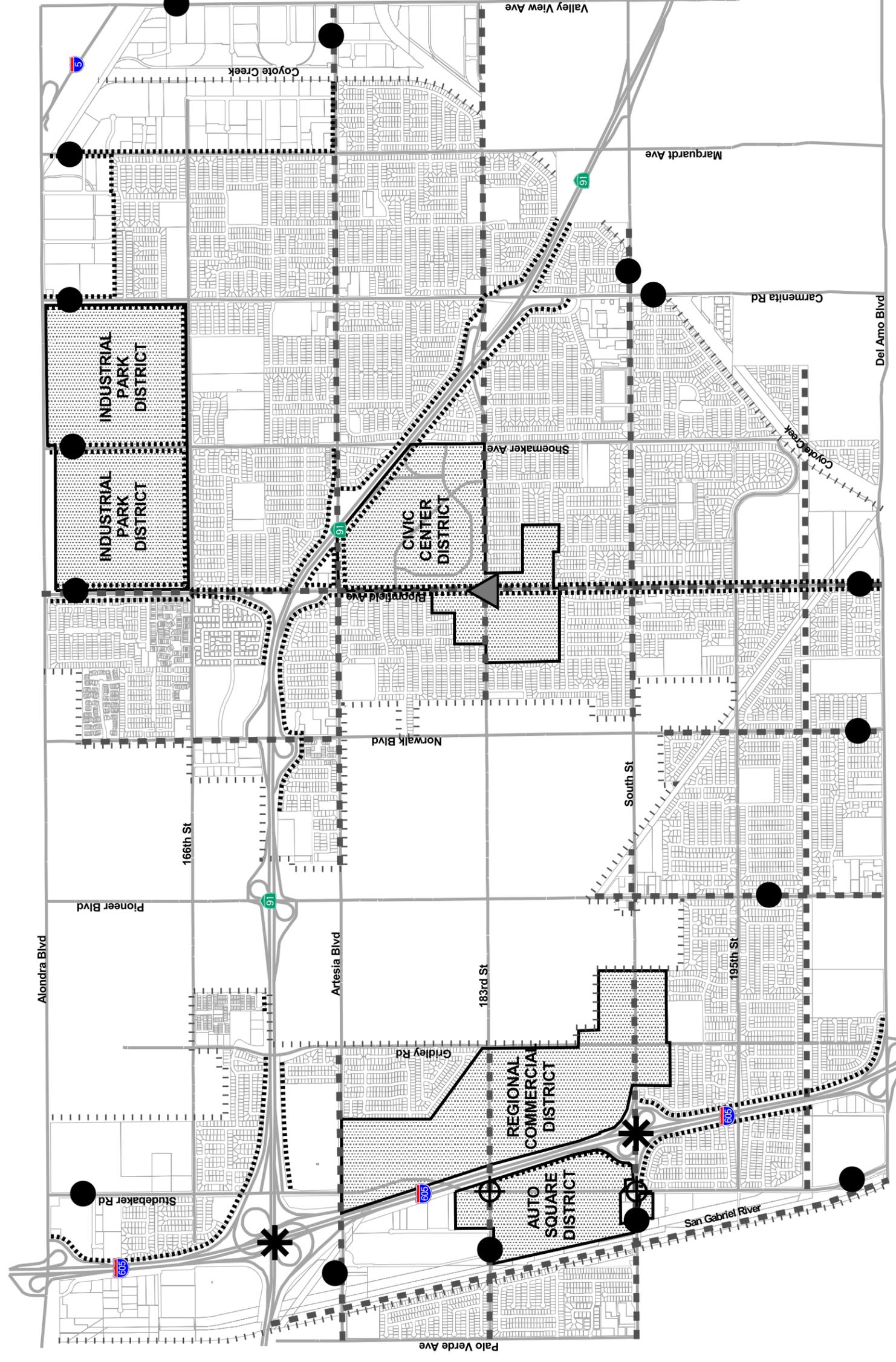
CERRITOS
GENERAL PLAN

LEGEND

- Districts
- Paths
- Edges
- Landscaping Buffer
- Freeway Entry Feature (Proposed)
- Downtown Cerritos (Bloomfield/183rd)
- Gateway Signs
- Auto Square Entry Feature (Proposed)



Source: RBF Consulting



Districts, Paths, Edges, and Gateways

spaces give the residents a sense of ownership and create a shared sense of responsibility and appreciation between Cerritos residents and their City government. These spaces include:

- Public Spaces
- Cerritos Towne Center
- Cerritos Civic Center
- Los Cerritos Center
- South Street Cerritos
- 17 Community Parks
- 1 Regional Park

3.1.5 PUBLIC ART

Public art can capture the aspirations of the community and express the City's cultural and social heritage in a widely understood universal language. Because of this, artworks can contribute significantly to the public identity of a place. Public art can stimulate creativity and imagination while adding a unique human dimension to the outdoor environment.

The City of Cerritos has installed figurative and abstract public art sculptures at the Civic Center, Cerritos Library, the Cerritos Senior Center at Pat Nixon Park, Heritage Park, Pioneer Villas, Emerald Villas, Avalon at Cerritos, and the Cerritos Center for the Performing Arts. Cerritos developers with projects valued at more than \$350,000 are also required to devote one-half of one percent of the building permit valuation to the City's Art in Public Places Program. In addition, a number of art pieces were installed on private properties as required by the City. In 2000, the City Council formally recognized the importance of public art in the community and adopted the Arts In Public Places Program, Section 22.94 of the Cerritos Municipal Code, which requires developers of privately-owned projects with a building permit valuation of more than \$350,000 to contribute one-half of one percent of the value to the Art in Public Places Trust Fund, or install artwork, as approved by the City, of an equal value. To allow the general public to participate in and express their support for public art, individuals may also contribute to the program.

The City has also provided a municipal art collection that is located within the Cerritos Public Library and the Cerritos Center for the Performing Arts. The collection is composed of pieces of various medium and styles to further enhance the art experience for our residents and visitors to these facilities. The public art collection not only adds beauty and distinction to the community environment, it also contributes to the economic growth and promotes educational opportunities for the community. The location of existing art pieces is shown in Exhibit CD-3, *Public Art*.

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1. Funny Papers



2. Fusion Series



3. Amanda, Fireflies and Abby



4. Legacy of Literature



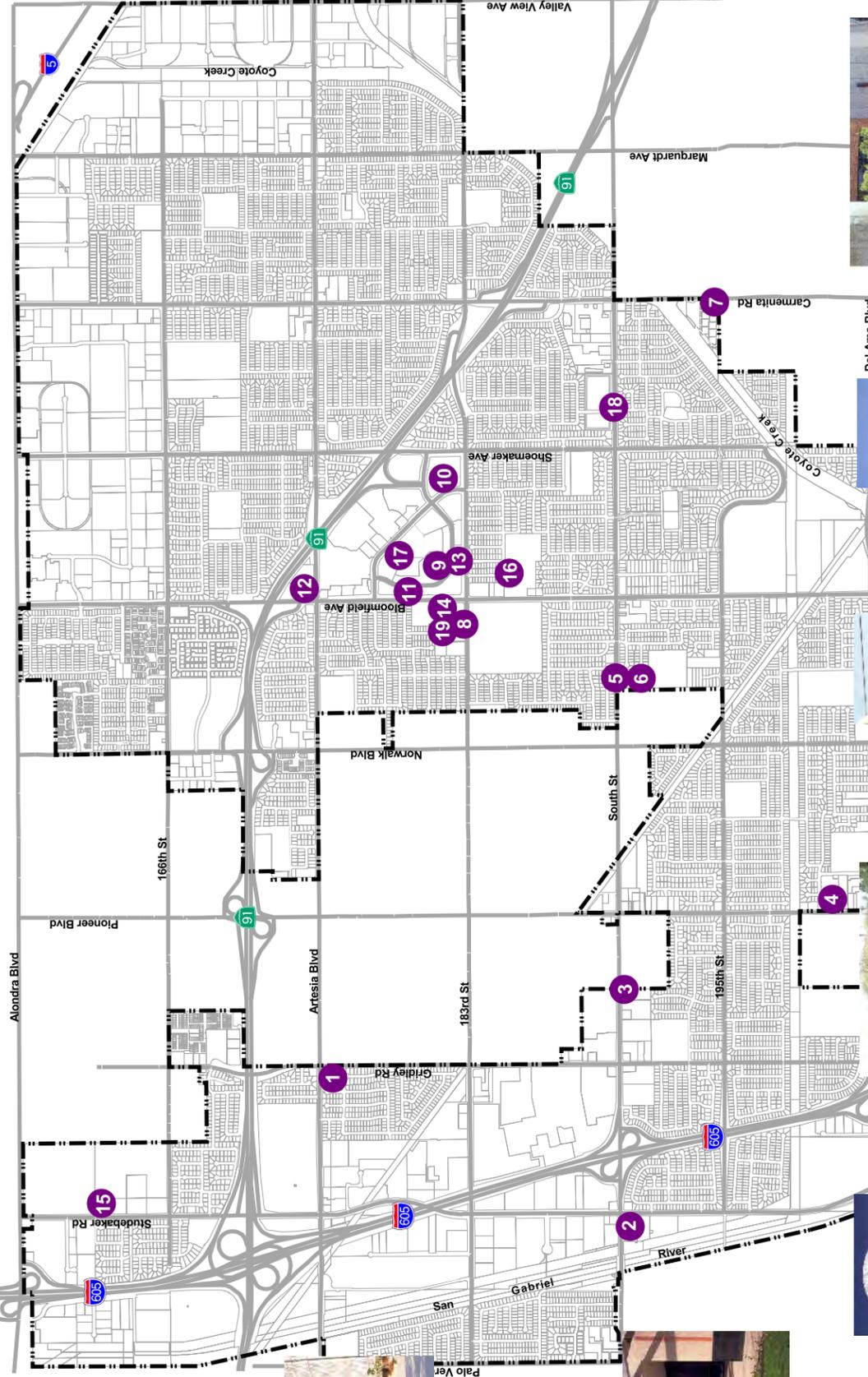
5. Pat Nixon



6. Serenade



7. Fountain of the Rain Forest



9. Cerritos Center for the Performing Arts



11. Fusion Series #3



13. Joy of Music



15. Falcon at Cerritos College



17. Luminaire



18. Join the Parade



8. Dolphins



10. Lyric Flight



12. Ocean Dancer



19. Amaryllis

A CITY WITH VISION
CERRITOS
GENERAL PLAN

LEGEND

-  Public Art Locations
-  City Limits



Source: RBF Consulting



Public Art

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3.1.6 PATHS

A path can be defined as those corridors (streets, sidewalks, etc.) along which people move to get from one place to another. A “path” provides the means of vehicular and pedestrian movement within the community. There are two types of paths: “Primary corridors” are the principal corridors carrying larger volumes of traffic and typically crossing through community boundaries, and “Secondary corridors” carrying less traffic and often originating or terminating within the City’s boundaries. The key paths within the City of Cerritos are classified accordingly below.

Primary Corridors

- Alondra Boulevard
- Artesia Boulevard
- Bloomfield Avenue
- Carmenita Road
- Del Amo Boulevard
- Pioneer Boulevard
- South Street
- Studebaker Road
- Valley View Avenue

Secondary Corridors

- Allington Street
- Gridley Road
- Shoemaker Avenue
- 166th Street
- 183rd Street
- 195th Street
- Industrial

Multi-Use Trails

- Southern California Edison Right-of-Way
- San Gabriel River Channel Trail
- Coyote Creek Channel Trail

3.1.7 DISTRICTS

A “district” is defined as a part of a larger urban area that has common distinguishing characteristics and function. It is identifiable as a place distinct from other areas of the community. Distinguishing features may include building type, use, activity, inhabitants and/or topography. The City’s principal districts are described in the following paragraphs.

Civic Center District. The Civic Center District is generally defined as the portion of Bloomfield Avenue between Artesia Boulevard and South Street. Within this district is the Cerritos City Hall, the Cerritos Sheriff Station, the Cerritos Library, Cerritos High School, Heritage Park, the Cerritos Towne Center, Cerritos Center for the Performing Arts and site for a potential Museum. Functionally this district serves all civic purposes for the community, and also includes cultural, commercial, recreational and educational services. The District also serves as a hub for Cerritos on Wheels (COW), the local City transportation system.

Auto Square District. This district primarily encompasses the Cerritos Auto Square, which is located on the western edge of the City. Bounded by Interstate 605, South Street, 183rd Street and the San Gabriel River Channel, the Auto Square is at the crossroads of several predominant paths of Cerritos. The Auto Square draws consumers from throughout the Southern California region. The district also encompasses land north of the existing Auto Square, between 183rd Street and Artesia Boulevard. This area is included in this district to acknowledge the potential for future expansion of the Auto Square.

Regional Commercial District. The Regional Commercial District encompasses a variety of regional-serving commercial uses generally located east of I-605 and bordering three major streets in the City: South Street, 183rd Street and Gridley Road. The commercial centers within this district include Los Cerritos Center, Best Plaza, South Street Cerritos, Cerritos South and Babies "R" Us Center.

Industrial Park District. This district encompasses ADP-1 Industrial Park, which is located in the northern part of the City, bounded on the north by Alondra Boulevard, on the south by 166th Street, on the west by Bloomfield Avenue, and on the east by Carmenita Road. The industrial park offers sites for office and light industrial uses in a well designed high-quality environment.

3.1.8 EDGES AND BARRIERS

Edges are linear elements that serve as a visual or physical boundary, barrier or transition between districts defining the boundaries of a place. Elements such as freeways, railroad tracks, flood control channels and natural features may be considered as edges. The prominent edges within the City of Cerritos are:

- Coyote Creek Channel
- San Gabriel River Channel
- SR-91 and I-605 Freeway Corridors

3.2 STREETScape - THE PUBLIC REALM

The City's "streetscape" – the view from the road – is a powerful and immediate indicator of the community's image. The view from the road consists of many elements, including trees, landscaping in parkways and medians, street furniture (benches, trash receptacles, etc.) lighting, walls and utilities. Also included is private development in the form of buildings, landscaping and signs. The elements of "private" development are discussed in Section 3.3.

This section looks at the City's streetscape image from the public realm – what people see from the street and sidewalk that is located in the public right-of-way. For many people who pass through Cerritos, but are not residents, the view from the road is often their only impression of the City. For residents, the quality of the street environment has a more direct impact on their daily lives. Roads are a valuable open space asset and should be treated as such. They affect the daily lives of residents running shopping errands, children walking to school, recreational walkers and joggers and residents driving to work. People are touched daily by the quality, or lack thereof, that the streetscape presents.

The public realm of the street environment can also be viewed as an extension of private yards. Whether in residential neighborhoods or in commercial districts, the visual connection between the private realm and the public realm can be enhanced through effective streetscape treatments. Additionally, the quality of the street environment affects property values throughout the City.

All physical features within the public right-of-way are controlled by the City, including their design, installation and maintenance. This is an important responsibility considering how the quality of the street environment affects the City's image. Cerritos has made a concerted effort to create and maintain a park-like environment in the City, particularly along major thoroughfares, with generously landscaped parkways and medians within the public right-of-way. Great care should be exercised in the evaluation of streetscape elements in terms of their aesthetic appeal and contribution to a positive community image.

The following provides a description of the various elements that make up the public street environment. Elements that establish the private street environment (e.g., buildings, signs, etc.) are discussed in the next section.

3.2.1 STREET TREES

Tree-lined streets are a very humanizing element in the otherwise hard edge of the urban street environment. Cerritos prides itself in its excellent street

tree planting and maintenance program, and has been named a Tree City USA by the National Arbor Day Foundation.

Street trees help unify and identify an area. Trees enhance the public environment by creating comfortable outdoor spaces, serene settings and pleasant fragrances. Trees have a soothing visual impact. They provide a habitat for wildlife, shade for pedestrians and motorists, contribute to fresher air and reduce reflected heat from buildings and pavement.

The purpose of the street tree program is to beautify the City's roadways by planting and maintaining trees along major public rights-of-way. Trees are selected by the City from a list of approved varieties rather than private property owners to ensure continuity in the streetscape and that the trees selected are appropriate to the surrounding area and climate.

The visual characteristics of street trees are important in their selection. Trees can be effective in strengthening the City's form by emphasizing major roadways and important districts, and by identifying neighborhoods and gateways. Street trees should be chosen based on the scale and importance of the roadway. Generally, larger trees are used for major roadways and smaller, pedestrian scale trees are used within neighborhoods. Trees are also chosen for their water conserving and maintenance qualities.

In neighborhoods, broad spreading, deciduous trees are preferable. These trees create an attractive canopy and provide shade in the summer while admitting sun in the winter. In commercial districts, it is important that street trees be both deciduous and evergreen, and provide a canopy that does not obscure business signage. Industrial districts are the most flexible in terms of compatible varieties.

3.2.2 MEDIANS

Landscaped medians serve many different functions. Medians help distinguish the City's most significant circulation routes and gateways and contribute to the City's image. Overall, medians can make streets more attractive and motorists more comfortable by reducing the perceived road width. Medians increase safety by separating oncoming cars.

Presently, there are 13 arterial streets, or portions of streets that incorporate median landscaping. The arterials with landscaped medians include: 1) Studebaker Road from Del Amo Boulevard to Alondra Boulevard, 2) Gridley Road from South Street to 183rd Street, 3) Pioneer Boulevard from Del Amo Boulevard to north of 195th Street (northerly city limit), 4) Norwalk Boulevard from Del Amo Boulevard to north of 195th Street (railroad crossing), 5) Bloomfield Avenue from Del Amo Boulevard to Alondra Boulevard, 6) Carmenita Road from South Street to Alondra Boulevard, 7) Valley View

Avenue from the southerly to northerly City limits, 8) 166th Street from Norwalk Boulevard to Carmenita Road, 9) Artesia Boulevard from Palo Verde Avenue to Valley View Avenue, 10) 183rd Street from Palo Verde Avenue to Marquadt Avenue, 11) South Street from the westerly to easterly City limits, 12) 195th Street from Studebaker Road to Pioneer Boulevard, and 13) Del Amo Boulevard from Studebaker Road to Bloomfield Avenue. Collectively, these landscaped arterial medians, along with other landscaped roadway medians, encompass approximately 969,615 square feet of landscaping. The City's Capital Improvement Program identifies the location of median improvements that require City maintenance and funding.

3.2.3 PEDESTRIAN PATHWAYS

It is important to keep in mind that not everyone gets to their destination by automobile. Sidewalks and other pedestrian pathways are important for providing connections to schools, parks, shopping, jobs and between neighborhoods. Additionally, all developments intended for use by the general public should provide direct public access to the adjacent public sidewalk.

Since Cerritos is a relatively new City, it has been developed to contemporary standards of street cross section design with sidewalks primarily adjacent to the curb in residential areas and with a planting strip and curvilinear sidewalk along major non-residential thoroughfares. Handicapped ramps have been provided throughout the City in compliance with requirements of the Americans with Disabilities Act (ADA).

3.2.4 STREET FURNITURE

Street "furniture" consists of the hardware items typically found along sidewalks for the convenience of the pedestrian and transit user. Items of street furniture include benches, trash receptacles, drinking fountains, bus shelters, shade structures, newspaper racks, information kiosks and similar items aimed at creating a friendly, functional and aesthetically pleasing environment for pedestrians. The selection and appropriate placement of street furniture plays an important role in establishing a quality street environment.

Currently, the City maintains a coordinated palette of street furniture at Cerritos Towne Center and Cerritos Auto Square. As the City continues to improve the pedestrian friendliness of its streets and public open spaces, a comprehensive and uniform palette of street furniture should also be developed for the entire City.

While not currently provided by the City, newspaper racks are usually placed within the public right-of-way and become a significant part of the

street environment, especially when a variety of dissimilar racks are placed in an uncoordinated manner. This not only creates a negative visual impact, but can also be a safety hazard if they interfere with pedestrian movement. The City should consider adopting a standard newspaper rack design.

3.2.5 UTILITIES

Other forms of street hardware include utility cabinets, transformers, cable television boxes, standpipes, utility poles and overhead lines. When considered all together, these utilitarian items comprise a significant number of physical elements within the street environment. However, unlike street furniture that is provided for the convenience of the pedestrian, utility hardware often creates clutter, interferes with pedestrian movement and has a negative visual impact on the street environment.

While the necessity of utility hardware is recognized for safety reasons and for the provision of utility services, it should also be recognized that the City has some control over the location of these items within or adjacent to the public right-of-way. The City should play a proactive role in reviewing and evaluating the appropriate locations for utility hardware items.

3.2.6 PRIVATE RESIDENTIAL WALLS

Private perimeter walls of neighborhoods often adjoin the public right-of-way and affect the view from the road. Major thoroughfares are often bordered by a continuous wall of rear yard fencing. In residential areas, fencing provides privacy, blocks the view of traffic and can provide some noise reduction. It is the responsibility of private property owners to maintain the walls, although the City has implemented a graffiti removal program.

In single-family neighborhoods, wall materials, design and maintenance can vary with each tract or development. When maintenance of these walls is neglected or the materials are incompatible with adjacent walls, this detracts from the street environment. As these walls continue to age, the City should evaluate programs to ensure that replacement wall designs and materials are consistent along individual street frontages.

Residential perimeter walls along the public streets can also create a monotonous flat surface devoid of landscaping or interesting features identifying the neighborhood. Additional landscaping, tree pockets, street furniture and unique entryways identifying each neighborhood would reduce the monotony of long flat walls and would help discourage graffiti.

3.3 PRIVATE DEVELOPMENT

Private development is as important as public improvements in creating a vital, enjoyable and comfortable environment for residents and visitors. Cerritos has long recognized that the design of private development has a strong impact on residents and the City's image. As a result, the City has a history of encouraging and maintaining a high level of design quality for all types of development.

Cerritos' zoning regulations and standards coupled with the development review process have had a positive effect in ensuring that new development is attractive and compatible with conditions on surrounding properties. Area development plans have been used as a means of encouraging quality development by allowing flexibility in the strict application of zoning regulations.

To have a positive impact on the City's image, projects should function well on the site, be compatible with surrounding properties and have architectural merit. Generally, there are two parts to development that determine how successfully a project meets these criteria: the site design and the building design. With good design, these two elements are fully integrated and complimentary to each other and at the same time are compatible with surrounding environments.

3.3.1 BUILDING DESIGN

Architectural forms are dominant visual elements in the urban environment, and as such, play a major role in establishing the image and identity of the City. Retaining a level of high aesthetic architectural quality and cohesion is essential to creating a well-designed, visually superior environment.

Cerritos is a built out City. For the most part, new projects will be what can be termed "infill." That is, they "fill in" between other existing structures. For that reason, it is important that buildings be designed in a manner appropriate to their "context" – taking into account their surroundings and not trying to vie for exclusive attention by trying to stand out to the detriment of other buildings. Buildings that are intentionally designed to draw exclusive attention are appropriate only in a very limited number of circumstances, such as gateways or major activity nodes, and for a limited number of uses, such as the Cerritos Center for the Performing Arts.

In addition to being in context with their surroundings, buildings should possess a high degree of design "quality." The quality quotient can be expressed in a number of ways, including the use of appropriate materials and colors, building walls that include variations in the depth of the building plane which breaks up monotonous flat walls with patterns of light and shadow, and variations in roof height and pitch to create interesting forms.

Buildings that are well designed to create interesting forms and that are in context with their surroundings will strengthen Cerritos' image as a very livable community.

3.3.2 SITE PLANNING

A site is generally defined by the boundaries of ownership. Site planning or design is how buildings, parking, pedestrian and automobile circulation, landscaping and open space are arranged on the ground. A good site design organizes and integrates all of these elements. It creates a functional and visually attractive environment. Site plans can be reviewed based on how well the functional elements accommodate the intended use and how well the design is refined to create an attractive and compatible environment.

All site designs start with functional elements determined by the intended use. The functional elements of a site plan are the building location, driveways, parking, auxiliary structures, exterior mechanical equipment, lighting and service access. The design of these functional elements is often determined by practical constraints resulting from the nature of the use. For example, uses that generate a high degree of pedestrian traffic should incorporate design elements that accommodate pedestrian circulation in a convenient and safe manner and provide amenities that cater to pedestrian comfort.

Functional elements need to be refined to create an environment that is engaging and attractive. In order for a site design to be experienced positively, it must have an appropriate relationship with the surrounding environment and produce an attractive internal environment.

A site plan that is well integrated with the external environment will be experienced positively if: (1) the natural features of the site are enhanced, (2) the design is sympathetic with the surrounding features of the built environment, (3) there is a smooth transition from the public roadway to private properties and between properties and (4) the building setbacks and lot coverage are consistent with the surrounding area.

3.4 SIGNS

Commercial signage is a highly visible part of the City's environment. Signs affect the visual quality of the roadways and the impression visitors have when passing through. Because signs are intended to communicate visually, they have the potential to conflict with achievement of goals for achieving visual and aesthetic quality in the environment.

Cerritos has adopted effective sign regulations to ensure that signs are attractive, easy to read, compatible with the district in which they are

located and not distracting to motorists. The premise of the Sign Ordinance is that signs should identify businesses, not advertise them. This principle is one reason why pole signs and billboards are not allowed in Cerritos.

Active enforcement of the Sign Ordinance is the key to keeping visual blight under control, especially regarding temporary signage that is inexpensive and easily placed in windows or on sides of buildings.

Establishing neighborhood identity is another purpose signage serves. The City effectively uses low-profile monument signs at neighborhood entryways to serve as both a gateway and landmark for local residents. The community should continue this effort and add new signs where needed.

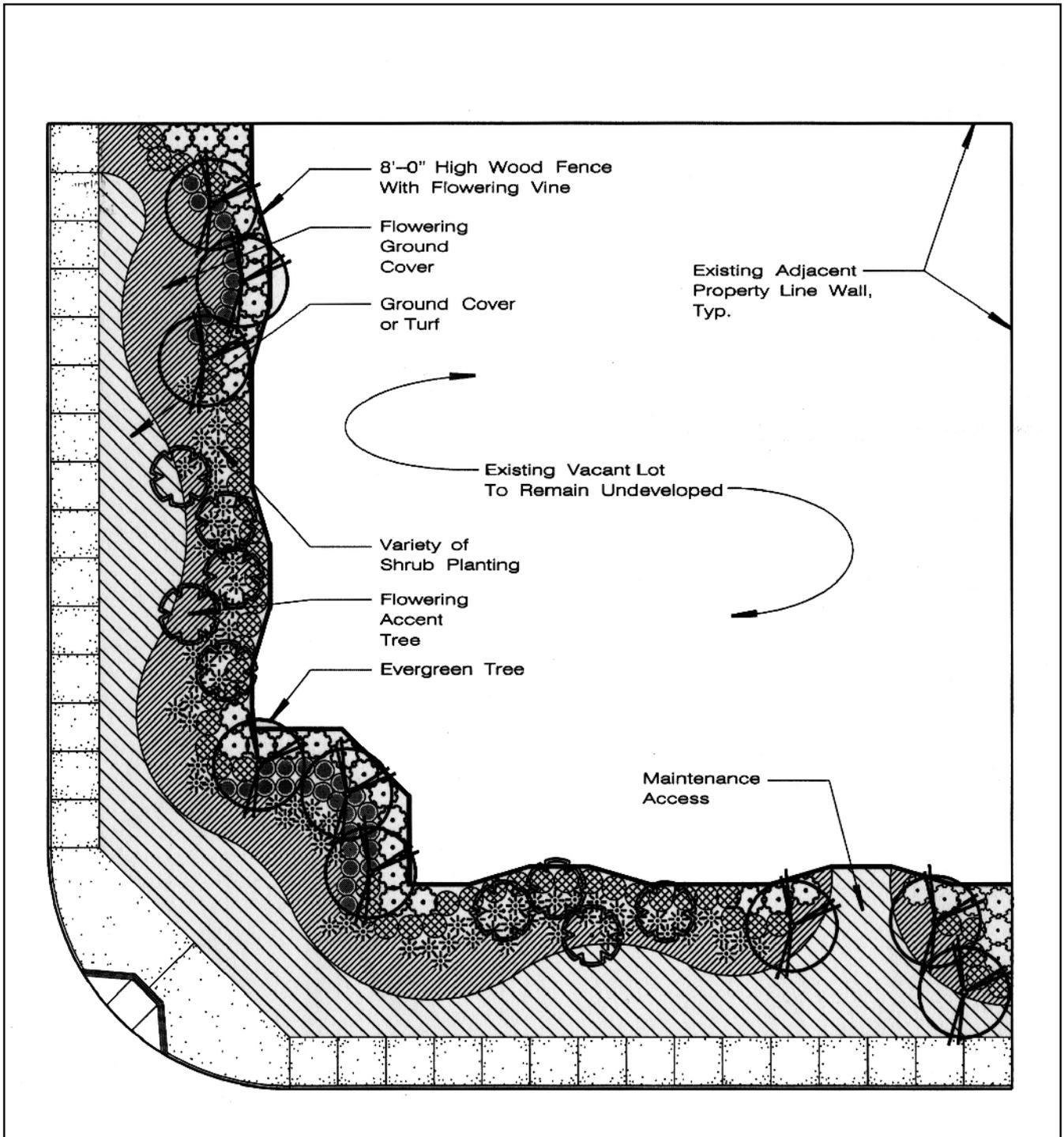
And last, as the City continues to mature and older commercial centers are redeveloped, the establishment of comprehensive sign programs for the center will be important. The intent of the sign programs should be to promote creative design, but also to develop a uniform design theme for the particular center.

3.5 VACANT PARCELS

Throughout the community there are a number of small vacant parcels, mostly former service station sites, located on corner lots. The vacant, unused nature of these parcels has a negative effect on surrounding properties and the community as a whole due to their unkempt nature, including the accumulation of trash and the overgrowth of weeds.

On an interim basis, the negative effects of these vacant parcels could partially be mitigated by restoring the subject site to its original condition and through the provision of perimeter landscaping to screen the parcels. The City should consider acquiring landscape easements over these parcels for the purpose of providing decorative landscaping and berming to achieve continuity of landscaping at the street's edge and to partially screen the parcels (refer to Exhibit CD-4, *Conceptual Site Plan for Vacant Parcels*).

Also, refer to the discussion on vacant and underutilized parcels in the Land Use Element, Section 3.1.6.



NOT TO SCALE

Conceptual Site Plan for Former Service Station Locations

4.0 PLANNING FACTORS, GOALS AND POLICIES

COMMUNITY IMAGE

Planning Factor

In the maze of Southern California development it is important for Cerritos to stand out as a discrete, individual, unique community.

Goal *CD-1* *Strengthen and maintain Cerritos' image as a unique place by maintaining, enhancing and creating physical features that distinguish Cerritos from surrounding communities and distinguish it as a livable community.*

- Policies**
- CD-1.1 Develop a comprehensive gateway improvement program to select significant gateways along major arterials for improvements including monument-type "City of Cerritos" identification signs, special enhanced landscaping and paving, public art and unique private development standards.
 - CD-1.2 Cooperate with Caltrans to improve freeway landscaping, especially at the on- and off-ramps and at the I-605/SR-91 interchange.
 - CD-1.3 Work with Caltrans to implement and maintain a unique City feature within the freeway right-of-way at the I-605/SR-91 interchange.
 - CD-1.4 Continue the Art in Public Places Program with an emphasis on attaining a variety of artistic pieces located in both exterior and interior spaces.
 - CD-1.5 Develop a Master Plan for art work in public places. The Master Plan should address art pieces (i.e., sculptures, paintings), but should expand the Art in Public Places Program to allow for the creation of landscape environments as usable and functional art, and to establish appropriate settings for the display of art, including within public rights-of-way and landscape medians.

CD-1.6 Support measures that will enhance the identity of special districts and neighborhoods to create variety and interest in the built environment.

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STREETSCAPE

Planning Factor

The “view from the road” is a powerful indicator of the City’s image. While Cerritos has done a good job of creating a positive image along its major streets, opportunities still exist to improve the City’s street environment.

Goal CD-2 *Create an attractive street environment that will complement private and public properties, create beauty within the public right-of-way, and be comfortable for residents and visitors.*

Policies CD-2.1 Continue to implement the City’s street tree program through an established street tree palette.

CD-2.2 Review the list of street trees to phase out trees that do not adapt well to the requirements of an urban environment and introduce new trees that are more suitable.

CD-2.3 Continue to provide planted medians to distinguish major thoroughfares in the City. The City should prepare a study to determine which streets could accommodate landscape medians and then implement the plan through the capital improvement budget.

CD-2.4 Create unique landscape designs and standards for medians for each major thoroughfare to distinguish each from the other and to provide a special identity to adjacent districts and neighborhoods.

CD-2.5 Promote pedestrian circulation throughout the community through the provision of sidewalks and other pedestrian paths that connect neighborhoods, parks, schools, shopping, employment centers and other major activity centers.

- CD-2.6 Provide sidewalks and landscaping with an average 50-foot right-of-way, whenever feasible adjacent to non-residential development.
- CD-2.7 Create consistent entry/water features for select intersections throughout the City (e.g., at the Cerritos Auto Square and the Cerritos Civic Center intersections).
- CD-2.8 Develop a coordinated street furniture palette including waste containers and benches, to be implemented throughout the community at appropriate locations.
- CD-2.9 Provide a standard newspaper rack design for newspaper racks located in the public right-of-way.
- CD-2.10 Provide a well-designed, comfortable bus stop at all MTA, COW or other transportation stops in the City, including waste containers and benches, etc.
- CD-2.11 Continue to require undergrounding of utilities on private property.
- CD-2.12 Develop a priority-based program of utility undergrounding along public rights-of-way.
- CD-2.13 Study the locational requirements of utility, traffic control and other cabinets and hardware located in the public right-of-way to determine alternative locations for these items in less obtrusive areas of the street environment.
- CD-2.14 Continue to require that public rights-of-way be landscaped with softscape materials to allow for City and/or service utility company access to utility lines.
- CD-2.15 Work with utility providing agencies to coordinate the design of utility facilities (e.g., substations, pump stations, switching buildings, etc.) to ensure that the facilities fit within the context of their surroundings and do not cause negative visual impacts.
- CD-2.16 Ensure the coordinated design of walls on residential lots that back onto highways to achieve a uniform appearance from the street. Walls should be uniform in height, use of materials and color.

- CD-2.17 Study opportunities to provide landscape pockets with automatic irrigation systems along arterial streets that do not currently have landscaping to soften the visual effect of the block wall.
- CD-2.18 Ensure that focal points in the public right-of way and on publicly and privately owned property (i.e., Public Art, new and/or renovated developments) are appropriately accented and illuminated by requiring the preparation and implementation of lighting plans.

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PRIVATE DEVELOPMENT

Planning Factor

Cerritos places a strong emphasis on high-quality design. Private development is expected to be well designed, to contribute to the City's image in a positive manner and to be properly maintained to ensure lasting quality.

Goal *CD-3 Ensure that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts.*

Policies **CD-3.1** Continue to place a high priority on quality architecture, landscape, and site design to enhance the image of Cerritos, and create a vital and attractive environment for businesses, residents and visitors.

CD-3.2 Continue to use precise plans for all developments, (which should include architectural design, site plans, landscaping and signing) to review and evaluate projects prior to issuance of building permits to determine their compliance with the objectives and specific requirements of the Development Code, General Plan and appropriate zone or Area Development Plans.

CD-3.3 Require the preparation of specific plans for various sections of the City identified as Area Development Plans, in order to coordinate land use, the location and design of buildings and open spaces and the arrangement of traffic circulation, parking and landscaping.

- CD-3.4 Ensure that good project landscape and site design creates places that are well organized, attractive, efficient, safe and pedestrian friendly.
- CD-3.5 Provide pedestrian circulation within commercial centers through the provision of sidewalks and other pedestrian paths that connect shops, parking lots and other major activity uses within the center.
- CD-3.6 Encourage quality architectural design to maintain and enhance the City's identity and inspire creativity.
- CD-3.7 Ensure that buildings are appropriate to their context and designed to be compatible with surrounding uses and special districts.
- CD-3.8 Consider obtaining temporary landscape easements over identified vacant parcels to enhance continuity of landscaping with adjacent parcels and screen the negative visual effects of the parcels.
- CD-3.9 Ensure that vacant parcels, including former service station sites, are appropriately screened from the street to reduce the negative visual effects of the parcel. The screening shall include, but is not limited to, wood fences, ground cover or turf, shrubs, trees and a maintenance access, as illustrated in Exhibit CD-4. The screening is intended as an interim measure until the site is developed and/or redeveloped.

SIGNS

Planning Factor

Sign structures and their graphic messages are highly visible elements within the street environment. The quality of business signage has a great influence on the perceived image of the City. The visual image of the City can be further enhanced by promoting the use of sign programs for new or redeveloping commercial centers.

Goal *CD-4 Ensure that commercial signs do not detract from the City's high-quality image, while recognizing the need for effective business identification.*

- Policies**
- CD-4.1 Continue to regulate the use of signs based on the premise that good design is an asset to the City and that signs should identify businesses, not advertise them.
 - CD-4.2 Vigorously enforce provisions of the Sign Ordinance to ensure that all businesses have an equal opportunity to identify their location and that unsafe or hazardous conditions are avoided.
 - CD-4.3 Maintain citywide sign design guidelines that promote creativity and high-quality design.
 - CD-4.4 Encourage the use of common design elements in signs for multi-tenant commercial and industrial centers. Use planned sign programs to improve center identity and appearance.
 - CD-4.5 Encourage homeowners' associations and neighborhoods to maintain existing housing tract entrance signs in an attractive manner and encourage the placement of new signs at the entrance of developments that do not have identification.
 - CD-4.6 Allow for the provision of comprehensive sign programs for multi-tenant centers to allow flexibility in the application of sign regulations in order to encourage creativity and promote a unified appearance within commercial centers. The development of sign programs is appropriate for new or redeveloping commercial centers.
 - CD-4.7 Encourage the use of common design elements in signs for redeveloping commercial centers through the development of planned sign programs to improve center identity and image by publicizing the benefits of such programs to developers and local business operators.
 - CD-4.8 Discourage the use of internally illuminated cabinet/can signs in favor of signs composed of individual letters on opaque backgrounds.



DESIGN FOR SAFE SPACES

Planning Factor

The physical design of a project can have a profound effect on the overall safety of the project from the aspect of criminal activity. Projects should demonstrate concern for users safety by being appropriately designed to reduce opportunities for criminal activity.

Goal *CD-5* *Create a safe place to live, work and play by incorporating public safety considerations into community design.*

Policies *CD-5.1* Decrease the opportunity for criminal activity by addressing high-risk circumstances (i.e., a dark alley, an enclosed stairwell, dark entrances). Involve the Police and Fire Department in reviewing and making design recommendations during the project review period.

CD-5.2 Implement and refine development standards and/or guidelines based on Crime Prevention Through Environmental Design (CPTED) for new development and redevelopment with emphasis on site and building design to minimize vulnerability to criminal activity.

CD-5.3 Provide CPTED training to City staff to ensure implementation of public safety strategies through better community design.

WIRELESS TELECOMMUNICATIONS

Planning Factor

Wireless telecommunications facilities consist of towers, antennae, and other associated equipment, which because of their necessary height and utilitarian design, have the potential to negatively impact the aesthetic quality of the community. The design of telecommunications projects should demonstrate concern for aesthetic impacts by following siting and design criteria that eliminates or significantly reduces potential impacts.

Goal CD-6 *Ensure that wireless telecommunication facilities are located and designed to protect the health, safety, community welfare, and aesthetic qualities of the community.*

Policies CD-6.1 Continue to regulate the siting and design of wireless telecommunication facilities, accessory buildings, structures, and associated equipment to minimize their aesthetic impacts on the community.

CD-6.2 Encourage the use of stealth designed wireless telecommunications facilities so that the facilities, including all supporting equipment are concealed or camouflaged so as to blend with surrounding land uses.



CHAPTER 4

CIRCULATION ELEMENT

1.0 INTRODUCTION

The Circulation Element represents the City's overall transportation plan. The transportation plan consists not only of the physical transportation system itself, such as streets, highways, bicycle routes and sidewalks, but also to the various modes of transportation, such as cars, buses, trucks (goods movement), rail, bicycles, ridesharing and walking, as well. Circulation also refers to the movement of people and goods and products within and through the City. The circulation and transportation system plays an important role in shaping the overall structure and form of the City, in that it both divides and connects land uses at the same time.

The relationship of the Circulation Element to the Land Use Element is critical since the circulation system must adequately handle future traffic as the City and surrounding areas continue to grow, and provide the means to move people and goods through and within the City of Cerritos. Land use and circulation must be closely tied to ensure that citizens are able to move in and around the City to locations where they live, work, shop and spend leisure hours. The circulation system is directly affected, and even shaped by existing and future land use patterns.

The Circulation Element identifies and establishes the City's policies governing the system of roadways, intersections, bicycle paths, pedestrian ways and other components of the circulation system, which collectively provide for the movement of people and goods throughout the City. The Circulation Element establishes official city policy that:

- ❑ Identifies the transportation facilities that will be required to serve both present and future vehicular and non-vehicular travel demand in the City;
- ❑ Identifies classifications and design standards for circulation facilities; and
- ❑ Identifies strategies to implement the City's circulation system.

The Circulation Element describes existing circulation conditions in the City, and establishes standards for implementation of future improvements in conjunction with planned growth, and provides a method for measuring system performance for future updates. The Element considers not only the physical requirements of the transportation system (roadway facility type, number of lanes, etc.), but also operational issues such as the provision of transit services, and programs and policies that encourage use of alternative transit modes.

2.0 AUTHORITY FOR THE ELEMENT

The State of California Government Code Section 65302 (b) requires that a General Plan include:

“A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.”

3.0 SUMMARY OF EXISTING CONDITIONS

3.1 RELATIONSHIP TO OTHER PLANS

Congestion Management Program (CMP)

In June 1990, California voters approved Proposition 111, which established a 9 percent per gallon gas tax, staged over a 5-year period, for the purpose of funding transportation-related improvements statewide. In order to be eligible for the revenues associated with Proposition 111, the CMP legislation (originally AB 471, amended to AB 1791) requires urbanized counties in California to adopt a Congestion Management Program. For the County of Los Angeles, the authorized CMP agency is the Los Angeles County Metropolitan Transportation Authority (LACMTA).

The MTA adopted its first CMP in 1992, and in 2002, adopted its sixth plan since the requirement was established in 1990. The goal of the CMP is to promote a more coordinated approach to land use and transportation decisions.

The CMP for Los Angeles County is comprised of a specific system of arterial roadways plus all freeways. A total of 164 intersections are identified for monitoring on the system in the County.

The goal of the CMP is to promote a more coordinated approach to land use and transportation decisions. As part of the requirements for the CMP, a traffic study may be required of certain developments. The Los Angeles County CMP Traffic Impact Analysis (TIA) Requirements state that a TIA will be required for CMP purposes for all proposed developments requiring an Environmental Impact Report (EIR), and analysis is required at all CMP monitored intersections through which the project will generate 50 or more peak hour trips. Based on the list of arterials monitoring stations listed in the CMP, there are no arterial stations in the City.

The City of Cerritos will be required to show continued compliance with the countywide Congestion Management Program (CMP). The CMP also requires traffic studies to analyze all CMP freeway monitoring locations where the proposed project adds 150 or more trips in either direction during the AM or PM peak hours. In the City of Cerritos, the Artesia Freeway (SR-91) and the San Gabriel River Freeway (I-605) are the only CMP facilities on the CMP Highway System. Compliance with the CMP provisions include:

- Continued land use coordination through the utilization of standardized traffic impact analysis methodologies,
- Implementation and enforcement of Transportation Demand Management (TDM) strategies,
- Maintenance of transit service standards,
- Demonstrated transportation modeling consistency with the Countywide computer model,
- Monitoring of CMP highway system levels of service,
- Development of level of service deficiency plans where applicable,
- Development of a five-year capital improvement program, and
- Monitoring and conformance with all CMP provisions.

SCAG 1989 Air Quality Management Plan

The goal of Southern California Association of Governments (SCAG) 1989 Air Quality Management Plan (AQMP) is to set forth a 20-year action program for meeting improved National Air Quality Standards in the South Coast Air Basin by the year 2007. The South Coast Air Quality Management District (SCAQMD) is the local air quality agency that establishes local air quality goals. A focus on Transportation Demand Management (TDM) throughout the 1980's and early 1990's was designed to reduce peak hour traffic through carpooling, vanpooling, transit and parking incentives,

provision of at-work support services, and other programs. As a result of this focus, most cities in Los Angeles County have adopted a Trip Reduction or Emissions Reduction Ordinance. Section 10.34 of the City of Cerritos Municipal Code references the City's Mobile Source Air Pollution Reduction Ordinance, in pursuit of the SCAG and the SCAQMD goals.

Regional Mobility Plan

The primary goal of the Regional Mobility Plan (RMP) is to improve transportation mobility levels. The RMP is part of an overall regional planning process and is linked directly to SCAG's Growth Management Plan, the Housing Allocation Process and the South Coast Air Quality Management District's Air Quality Management Plan. The RMP consists of four separate elements:

- Growth Management,
- Transportation Demand Management,
- Transportation System Management, and
- Facilities Development.

The intent of the RMP is to give priority to all transit (bus and rail) and ride sharing (HOV) projects over mixed-flow highway capacity expansion projects. Transit and ridesharing facilities are exempt from conformity review. Some other projects exempt from conformity assessment include:

- Modification to ramps/interchanges,
- Ramp metering projects,
- Signals and/or intersection improvements, and
- Primary and interstate system safety projects.

The active participation of local governments in transportation conformity is important to ensure that there is consistency between local general plans and the conformity criteria described in the regional Air Quality Management Plan (AQMP).

Regional Coordination

As reflected in many of the Circulation Element components, regional coordination is essential to the successful implementation of the Circulation Plan. Several of the area roadways required to accommodate buildout traffic flows extend beyond the City's jurisdiction. The solution to this and other regional related traffic problems will require close coordination of traffic issues with adjoining cities and other agencies, particularly the City of Artesia, the County of Los Angeles, Caltrans District 7 and other communities within the area.

3.2 EXISTING CONDITIONS

Cerritos shares borders with the Cities of Norwalk and Santa Fe Springs on the north, Bellflower and Lakewood on the west, La Mirada, Buena Park and La Palma on the east and southeast and Lakewood on the south. In addition, the City of Cerritos “wraps around” the City of Artesia, surrounding it on three sides. Much of the City’s eastern border is also contiguous with the boundary between the County of Los Angeles and Orange County. Many of the arterial roadways through the City of Cerritos extend beyond the city boundaries into neighboring cities. Circulation issues and travel patterns, likewise, extend beyond the Cerritos City limits. The land use decisions and traffic patterns in these other jurisdictions have the potential to affect the quality of traffic flow and mobility in the City of Cerritos, and conversely, traffic conditions and decisions made by the City of Cerritos can affect its neighbors. Impacts to the City’s circulation system resulting from land use decisions and circulation system improvements in adjacent jurisdictions were considered during the preparation of the Circulation Element.

3.2.1 REGIONAL ACCESS

The City of Cerritos is well served by area freeways. The Artesia Freeway (SR-91) provides east-west regional circulation, cutting through the north and central parts of the City. The San Gabriel River Freeway (I-605) provides for north-south regional travel on the west side of the City. The Santa Ana Freeway (I-5) provides for diagonal northwest to southeast travel, with an interchange just north of the City of Cerritos.

Palo Verde Avenue (at the western boundary of the city), Studebaker Road, Gridley Road, Pioneer Boulevard, Norwalk Boulevard, Bloomfield Avenue, Shoemaker Avenue, Carmenita Road, Marquardt Avenue and Valley View Avenue (at the eastern boundary of the City) are north-south arterials in the City of Cerritos. Studebaker Road, Pioneer Boulevard, Norwalk Boulevard, Bloomfield Avenue and Carmenita Road have full or partial interchanges with SR-91.

East-west arterials that extend through and beyond the City limits are Alondra Boulevard (at the northern boundary of the City), 166th Street, Artesia Boulevard, 183rd Street, South Street, 195th Street and Del Amo Boulevard (at the southern boundary of the City). Alondra Boulevard, South Street and Del Amo Boulevard have interchanges with I-605. A westbound entrance ramp to SR-91 is located on 183rd Street. South Street/Orangethorpe Avenue has a full access interchange with SR-91 about one-half mile east of the city limits of Cerritos in neighboring La Palma in Orange County.

3.2.2 LOCAL ACCESS

The City of Cerritos' circulation needs are served by a traditional grid system of north-south and east-west arterials, with approximately ½-mile spacing, and signals at each arterial intersection. Smaller collector and neighborhood streets connect neighborhoods and commercial land uses to the arterial street system. Because the City of Artesia is surrounded on three sides by the City of Cerritos and a small area of the southern portion of the City of Norwalk is flanked by the City of Cerritos on both the east and the west, a number of the arterials in the City of Cerritos extend through the Cities of Artesia and Norwalk, both north-south and east-west.

The City of Cerritos has two primary areas where well-established destination activity centers generate substantial traffic demands, both local and regional. The first is the Los Cerritos Center and Cerritos Auto Square area, on the west side of the City. Regional access to this area is provided by the I-605 Freeway, South Street and Studebaker Road. The second is the Cerritos Center for the Performing Arts and Cerritos Towne Center area in the heart of the City. Regional access to this area is provided by the SR-91 Freeway, Bloomfield Avenue and Artesia Boulevard. Infrastructure improvements have been made, as necessary, to accommodate peak traffic flows in these areas.

3.2.3 ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

The City of Cerritos circulation system consists of a network of local neighborhood streets providing access to the arterial street system, which in turn provide access to the regional freeway system. This network serves two distinct and equally important functions: (1) it provides access to adjacent land uses, and (2) it facilitates the movement of persons and goods to and from, within and through the City. The design and operation of each street is determined by the importance placed on each of these functions. Streets that have a mobility and/or regional access function will have more lanes, higher speed limits and fewer driveways. Where access to properties is required, streets will have fewer lanes, lower speeds, parking and more frequent driveways to serve abutting properties.

To define the intended uses of roadways, many jurisdictions, including Cerritos, use a functional classification system. The classification system provides a logical framework for the design and operation of the roadway system and helps residents and elected officials identify preferred characteristics of each street. The City of Cerritos uses a functional classification system that references and is consistent with "the standards followed by the Los Angeles County Road Department," (now part of the Department of Public Works). The following street classifications have been identified:

- Major: 100 feet of right-of-way;
- Secondary: 80 feet of right-of-way; and
- Local Collector: 60 feet of right-of-way.

In Cerritos, the street system has been developed in a grid pattern, with most streets running in a north-south or east-west orientation. Major highways are spaced at one-mile intervals, with secondary highways at half-mile intervals between them.

In general, the roadways designated as Major arterials currently provide two or three through lanes in each direction, with a center divider, and bike lanes, parking lanes, or right-turn auxiliary lanes. These roadways provide access to the regional freeway system, and continue beyond the City boundaries to provide regional access to surrounding cities.

Secondary arterials provide two through lanes in each direction, either without a center divider and with bike or parking lanes, or with a center divider and without bike or parking lanes, and functionally provide access for several local roadways to an arterial roadway. Collector streets have one through travel lane in each direction. With limited exceptions, the Secondary Arterials and Collector Streets in the City of Cerritos generally do not extend beyond the City limits, making them better suited for local, intra-city travel.

Table CIR-1, *1988 General Plan Functional Roadway Classification*, and Exhibit CIR-1, *Functional Roadway Classifications (1988 General Plan)*, indicate the existing functional classification for the arterial roadways in the City of Cerritos, the total number of lanes for each arterial, and whether a center divider is provided.

3.2.4 PUBLIC TRANSPORTATION SERVICES

The City of Cerritos is well served by public transit systems. The City provides two local city transit services – Cerritos on Wheels (COW) and Cerritos Dial-a-Ride. In addition, the Los Angeles County Metropolitan

Transportation Authority (LACMTA), the Orange County Transportation Authority (OCTA), Long Beach Transit (LBT) and Norwalk Transit (NT) all operate routes that extend into or through the City of Cerritos. The City's COW services, as well as the routes of the other operators, converge at Los Cerritos Center, making it possible for passengers to transfer from one route to another and from one transit operator to another. LACMTA buses provide a connection to Metrolink service in Fullerton. LBT buses provide connections to the Metro Green Line in Norwalk and the Metro Blue Line in Long Beach. NT also provides a connection to the Metro Green Line in Norwalk and to the Norwalk/Santa Fe Springs Metrolink Station.

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CERRITOS
GENERAL PLAN

LEGEND



Major Arterial



Secondary Arterial



Collector

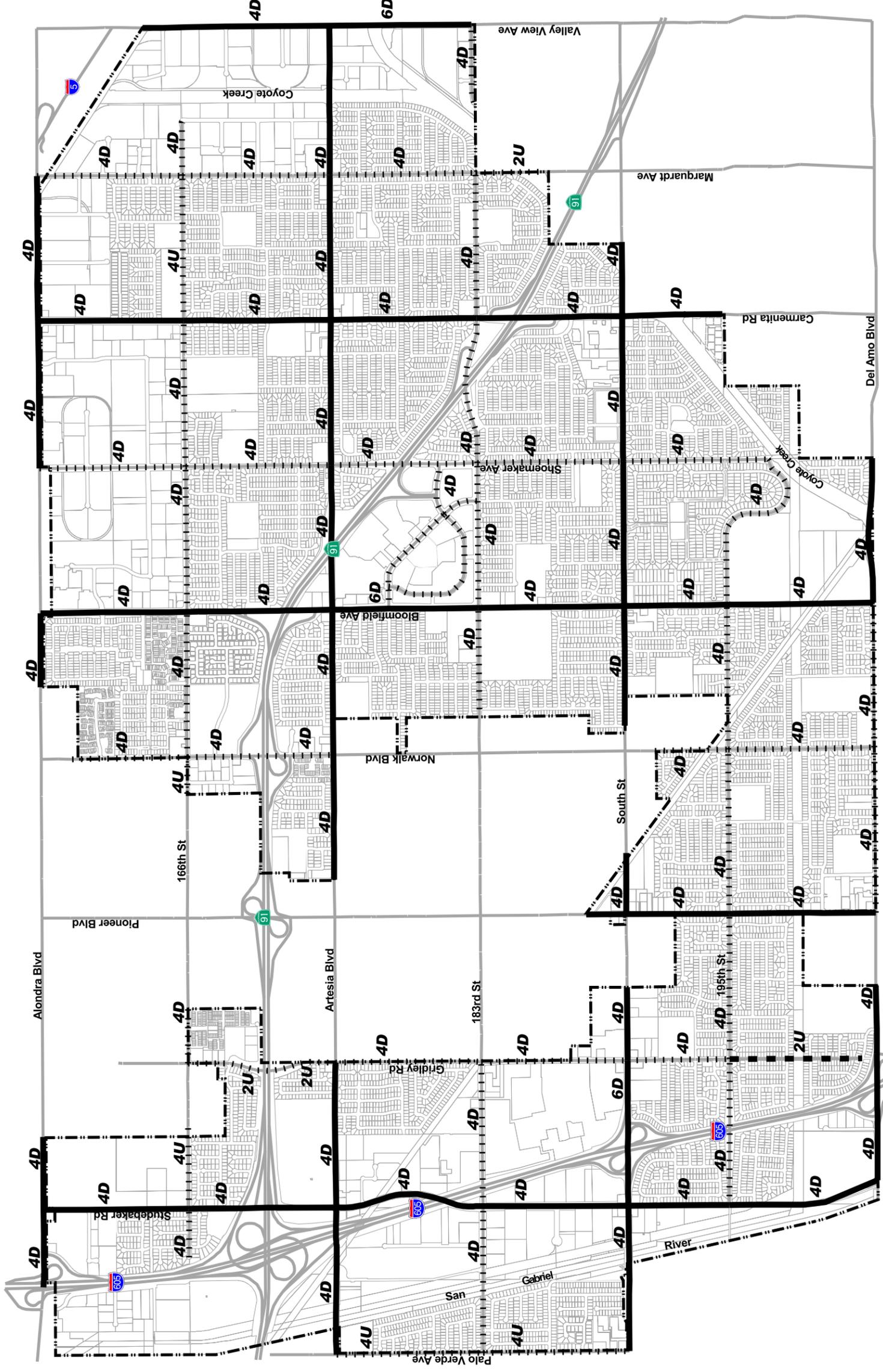


Cerritos Limits



NOT TO SCALE

Source: Kimley-Horn and Associates, Inc.



Functional Roadway Classifications (1988 General Plan)

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Exhibit CIR-2, *Public Transportation Services*, illustrates the bus routes currently operated by the City and other transit operators.

Table CIR-1
1988 General Plan Functional Roadway Classifications

Arterial	Functional Classification	Existing Roadway Lanes
Alondra Boulevard	Major	4 divided
166 th Street	Secondary	4 divided
Artesia Boulevard	Major	4 divided
183 rd Street	Secondary	4 divided
South Street	Major	4 to 6 divided
195 th Street	Secondary	4 divided
Del Amo Boulevard	Major	4 divided
Palo Verde Avenue	Secondary	4 divided
Studebaker Road	Major	4 divided
Gridley Road	Secondary	4 divided
Pioneer Boulevard	Major	4 divided
Norwalk Boulevard	Secondary	4 divided
Bloomfield Boulevard	Major	4 to 6 divided
Shoemaker Avenue	Secondary	4 divided
Carmenita Road	Major	4 divided
Marquardt Avenue	Secondary	4 divided
Valley View Avenue	Major	4 to 6 divided
Park Plaza Drive	Secondary	2 to 4 undivided
Towne Center Drive	Secondary	4 undivided

Exhibit CIR-2, *Public Transportation Services*, illustrates the bus routes currently operated by the City and other transit operators.

3.2.5 BICYCLE AND PEDESTRIAN FACILITIES

Bicycle lanes and bicycle routes are provided on a number of roadways within the City of Cerritos. The bike system provides bicyclists with connections between neighborhoods, parks, schools and other neighborhood and recreational facilities. Most City bikeways are Class II – on-street bike lanes marked in the curb or parking lane on selected city streets. In addition to the City's on-street bike system, the regional bicycle trails along the San Gabriel River and Coyote Creek Channels provide regional bikeways for avid bicycle enthusiasts. The City does not currently have a formal Bicycle Master Plan, or a program to implement new bikeways (Class 1 bicycle facilities) or to designate additional bike lanes.

Sidewalks are provided on all arterial roadways and on most residential streets. The City's circulation system has been designed to ensure that adequate facilities are provided for pedestrian circulation, especially in the vicinity of schools, parks, major retail facilities and other locations with high levels of pedestrian activity. The City of Cerritos does not currently have a formal Pedestrian Master Plan.

3.2.6 TRUCK ROUTES

The City of Cerritos has designated selected roadways as truck routes to provide for the regulated movement of trucks through the City. The designation of truck routes is intended to route truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise and other impacts would not be considered nuisances. Roadways providing access to the freeways are the most likely candidates for truck route designation. The designated truck routes in Cerritos are illustrated in Exhibit CIR-3, *Truck Routes*. The designation of truck routes does not prevent trucks from using other roads or streets to make deliveries or for other reasons as defined in the Vehicle Code of the State of California.

3.3 ANALYSIS OF EXISTING OPERATING CONDITIONS

3.3.1 DAILY TRAFFIC CONDITIONS

Level of Service Definition for Roadways

Congestion is a result of a street network that carries traffic volumes in excess of the network's designed capacity. A roadway's capacity is primarily a function of the number of lanes provided to carry traffic volumes, and whether or not the roadway is divided with a median or center turn lane. The more lanes provided, the more capacity the roadway has to accommodate traffic demand. Table CIR-2, *Daily Roadway Capacity by Roadway Type*, is a summary of theoretical daily traffic-carrying capacity for each of the roadway types.

The daily capacity of a roadway is dependent on a number of variables, including the type of intersection controls, signal timing, the presence and frequency of driveways, on-street parking, the percentage of the daily traffic in the peak hour, the directionality of traffic in the peak hour and other factors. The daily capacity provides a general guideline as to the adequacy or deficiency of the roadway system.

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CERRITOS
GENERAL PLAN

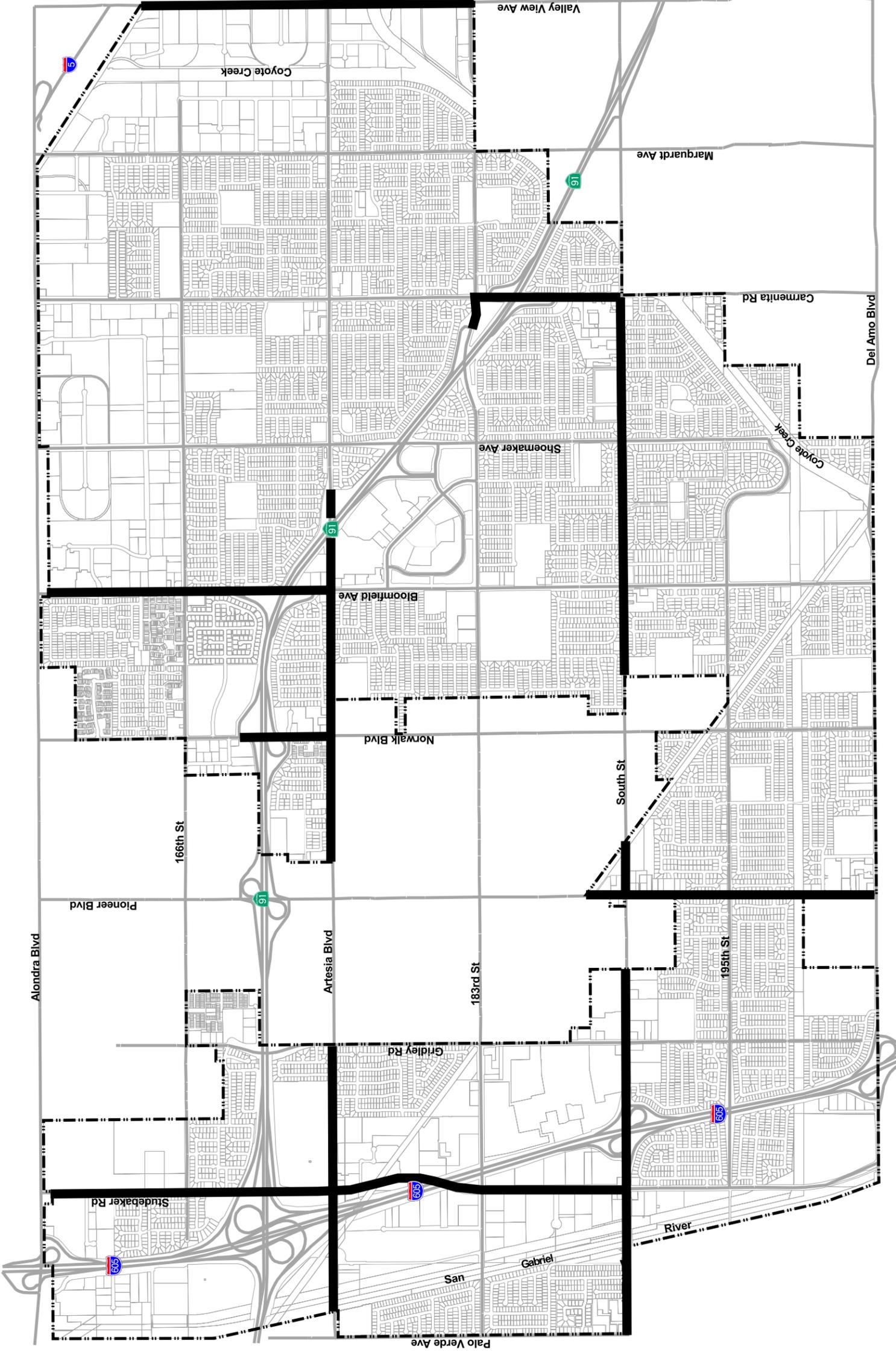
LEGEND

- Designated Truck Routes
- Cerritos Limits



NOT TO SCALE

Source: Kimley-Horn and Associates, Inc.



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**Table CIR-2
Daily Roadway Capacity by Roadway Type**

Roadway Type	Estimated Daily Capacity ¹
6-Lane Divided	53,000 vpd
4-Lane Divided	40,400 vpd
4-Lane Undivided	31,000 vpd
2-Lane Undivided	10,000 vpd
¹ Estimated daily capacity for Level of Service (LOS) E, expressed as vehicles per day (vpd).	

Level of Service (LOS) terms are used to qualitatively describe prevailing conditions and their effect on traffic. Broadly interpreted, the LOS concept denotes any one of a number of differing combinations of operating conditions that may take place as a roadway is accommodating various traffic volumes. The LOS is related to the volume-to-capacity ratio (V/C). To determine the V/C ratio, the average daily traffic volume on a particular roadway link is divided by the link capacity. There are six defined Levels of Service, A through F, which describe conditions ranging from “ideal” to “worst” as defined in Table CIR-3, Level of Service Descriptions.

**Table CIR-3
Level of Service Descriptions**

Level of Service	Description of Operation	Range of V/C Ratios
A	Describes primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal.	0.00 - 0.60
B	Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted and delays are not bothersome	0.61 - 0.70
C	Represents stable operations, however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections.	0.71 - 0.80
D	Congestion occurs and a small change in volumes increases delays substantially.	0.81 - 0.90
E	Severe congestion occurs with extensive delays and low travel speeds occur.	0.91 - 1.00
F	Characterizes arterial flow at extremely low speeds and intersection congestion occurs with high delays and extensive queuing.	> 1.00

As shown in Table CIR-3, traffic conditions are best when the daily traffic volumes on a roadway are less than 60 or 70 percent of the theoretical capacity of the roadway, while extreme congestion and delays can be expected when the daily traffic volumes approach or exceed 100 percent of the roadway capacity. The threshold Level of Service for the City of Cerritos is LOS "D" for planning purposes.

Existing Traffic Conditions on Roadways

Daily roadway traffic counts were taken city-wide in 1998. Based on historical traffic volume data from 1987 and 1993, the growth in ADT on most roadway segments has typically been less than one percent, and would account for regional traffic passing through Cerritos. Therefore, the 1998 data is considered to be representative of existing (2001) conditions. Existing daily traffic volumes on roadway segments are presented in Exhibit CIR-4, 2001 Daily Roadway Segment Traffic Volumes. Existing traffic volumes were compared to roadway capacity to assess existing levels of service. For each roadway segment, the daily capacity was determined in accordance with the current facility type and existing number of lanes, and a V/C ratio was computed. The resulting volumes and associated V/C ratios and LOS are summarized in Table CIR-4, Level of Service on Roadway Segments, Existing Conditions.

The data in Table CIR-4 indicates that all roadway segments currently operate at LOS D or better. Traffic operations on a vast majority of the roadway segments would be characterized as LOS A or B.

3.3.2 PEAK HOUR TRAFFIC CONDITIONS

Level of Service Definition for Intersections

Intersections are analyzed using the Intersection Capacity Utilization (ICU) methodology as specified by the Los Angeles County CMP. The ICU methodology uses peak hourly traffic volumes and lane capacities to calculate a volume-to-capacity ratio (V/C ratio) for each turning movement on each approach. Critical movements are then identified and an ICU value determined based on a summation of the critical V/C ratios. The ICU methodology provides a comparison of intersection volumes to the intersection capacity and the results are then related to LOS values, ranging from "A" to "F", according to Table CIR-5, Intersection Level of Service and Corresponding ICU Values.

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Table CIR-4
Level of Service on Roadway Segments, Existing Conditions

Location	Classification ¹	Los "E" Capacity	Daily Traffic	V/C ²	LOS ³
Artesia Boulevard					
Palo Verde to Studebaker	Major 4D	40,400	22,715	0.56	A
Studebaker to Gridley	Major 4D	40,400	17,062	0.42	A
Gridley to Norwalk	Major 4D	40,400	19,136	0.47	A
Norwalk to Bloomfield	Major 4D	40,400	18,954	0.47	A
Bloomfield to SR-91	Major 4D	40,400	18,061	0.45	A
SR-91 to Shoemaker	Major 4D	40,400	18,613	0.46	A
Shoemaker to Carmenita	Major 4D	40,400	25,319	0.63	B
Carmenita to Marquardt	Major 4D	40,400	21,495	0.53	A
Marquardt to Valley View	Major 4D	40,400	18,555	0.46	A
Bloomfield Avenue					
North of 166 th	Major 4D	40,400	23,755	0.59	A
166 th to 91 Freeway	Major 4D	40,400	27,751	0.69	B
91 Freeway to Artesia	Major 6D	53,000	24,060	0.45	A
Artesia to Towne Center Drive	Major 6D	53,000	25,027	0.47	A
Towne Center Drive to 183 rd	Major 4D	40,400	22,174	0.55	A
183 rd to South Street	Major 4D	40,400	18,581	0.46	A
South Street to 195 th	Major 4D	40,400	18,650	0.46	A
195 th to Del Amo	Major 4D	40,400	20,497	0.51	A
Carmenita Road					
North of 166 th	Major 4D	40,400	20,939	0.52	A
166 th to Artesia	Major 4D	40,400	21,214	0.53	A
Artesia to 183 rd	Major 4D	40,400	23,878	0.59	A
183 rd to 91 Freeway	Major 4D	40,400	26,218	0.65	B
South of South Street	Major 4D	40,400	24,163	0.60	A
Del Amo Boulevard					
East of Studebaker	Major 4D	40,400	27,426	0.68	B
West of Mapes	Major 4D	40,400	29,969	0.74	C
Pioneer to Norwalk	Major 4D	40,400	26,668	0.66	B
Norwalk to Bloomfield	Major 4D	40,400	21,217	0.53	A
East of Bloomfield	Major 4D	40,400	16,960	0.42	A
Gridley Road					
North of Artesia	Secondary 4D	36,000	7,222	0.20	A
Artesia to 183 rd	Secondary 4D	36,000	11,809	0.33	A
183 rd to South Street	Secondary 4D	36,000	15,490	0.43	A
South Street to 195 th	Secondary 4D	36,000	8,726	0.24	A
195 th to Del Amo	Secondary 4D	36,000	2,906	0.08	A
Marquardt Avenue					
North of 166 th	Secondary 4D	36,000	12,270	0.34	A
166 th to Artesia	Secondary 4D	36,000	12,427	0.35	A
Artesia to 183 rd	Secondary 4D	36,000	14,352	0.40	A
South of 183 rd	Secondary 4D	36,000	15,147	0.42	A

Table CIR-4 - Continued
Level of Service on Roadway Segments, Existing Conditions

Location	Classification ¹	Los "E" Capacity	Daily Traffic ⁴	V/C ²	LOS ³
Norwalk Boulevard					
North of 166 th	Secondary 4D	36,000	18,476	0.51	A
166 th to 91 Freeway	Secondary 4D	36,000	25,758	0.72	C
91 Freeway to Artesia	Secondary 4D	36,000	25,261	0.70	B
North of 195 th	Secondary 4D	36,000	18,543	0.52	A
South of 195 th	Secondary 4D	36,000	17,619	0.49	A
Palo Verde Avenue					
Artesia to 183 rd	Secondary 4U	31,000	8,322	0.27	A
North of South Street	Secondary 4U	31,000	10,880	0.35	A
Park Plaza Drive					
West of Towne Center Drive	Secondary 4U	31,000	2,000	0.06	A
West of Shoemaker	Secondary 4U	31,000	10,783	0.35	A
Pioneer Boulevard					
North of South Street	Major 4D	40,400	17,794	0.44	A
South Street to 195 th	Major 4D	40,400	15,517	0.38	A
South of 195 th	Major 4D	40,400	15,447	0.38	A
Shoemaker Avenue					
North of 166 th	Secondary 4D	36,000	12,670	0.35	A
166 th to Artesia	Secondary 4D	36,000	15,399	0.43	A
Artesia to Park Plaza	Secondary 4D	36,000	13,750	0.38	A
Park Plaza to 183 rd	Secondary 4D	36,000	10,026	0.28	A
183 rd to South Street	Secondary 4D	36,000	10,643	0.30	A
South of South Street	Secondary 4D	36,000	4,917	0.14	A
South Street					
West of Studebaker	Major 4D	40,400	30,950	0.77	C
Studebaker to 605 Freeway	Major 6D	53,000	40,130	0.76	C
605 Freeway to Gridley	Major 6D	53,000	44,055	0.83	D
East of Gridley	Major 6D	53,000	27,319	0.52	A
East of Pioneer	Major 4D	40,400	24,286	0.60	A
West of Bloomfield	Major 4D	40,400	24,334	0.60	A
Shoemaker to Carmenita	Major 4D	40,400	24,903	0.62	B
East of Carmenita	Major 4D	40,400	16,826	0.42	A
Studebaker Road					
Alondra to 166 th	Major 4D	40,400	28,416	0.70	B
166 th to 91 Freeway	Major 4D	40,400	20,330	0.50	A
91 Freeway to Artesia	Major 4D	40,400	25,495	0.63	B
Artesia to 183 rd	Major 4D	40,400	18,560	0.46	A
183 rd to South Street	Major 4D	40,400	23,266	0.58	A
South Street to 195 th	Major 4D	40,400	10,638	0.26	A
South of 195 th	Major 4D	40,400	10,065	0.25	A

Table CIR-4 - Continued
Level of Service on Roadway Segments, Existing Conditions

Location	Classification ¹	Los "E" Capacity	Daily Traffic	V/C ²	LOS ³
Towne Center Drive⁵					
Bloomfield to Park Plaza E	Secondary 4U	31,000	11,694	0.38	A
Park Plaza E to 183 rd	Secondary 4U	31,000	4,108	0.13	A
Valley View Avenue					
North of Artesia	Major 4D	40,400	31,392	0.78	C
Artesia to 183 rd	Major 6D	53,000	28,724	0.54	A
166th Street					
West of Studebaker	Secondary 4U	31,000	1,387	0.04	A
East of Studebaker	Secondary 4U	31,000	9,998	0.32	A
West of Norwalk	Secondary 4U	31,000	9,745	0.31	A
Norwalk to Bloomfield	Secondary 4D	36,000	10,213	0.28	A
Bloomfield to Shoemaker	Secondary 4D	36,000	13,176	0.37	A
Shoemaker to Carmenita	Secondary 4D	36,000	11,600	0.32	A
Carmenita to Marquardt	Secondary 4U	31,000	4,782	0.15	A
East of Marquardt	Secondary 4U	31,000	2,108	0.07	A
183rd Street					
Palo Verde to Studebaker	Secondary 4D	36,000	12,829	0.36	A
Studebaker to Gridley	Secondary 4D	36,000	13,321	0.37	A
West of Bloomfield	Secondary 4D	36,000	12,134	0.34	A
Bloomfield to Shoemaker	Secondary 4D	36,000	12,777	0.35	A
Shoemaker to Carmenita	Secondary 4D	36,000	13,072	0.36	A
Carmenita to Marquardt	Secondary 4D	36,000	9,538	0.26	A
Marquardt to Valley View	Secondary 4D	36,000	2,148	0.06	A
195th Street					
Studebaker to Gridley	Secondary 4D	36,000	6,023	0.17	A
Gridley to Pioneer	Secondary 4D	36,000	9,802	0.27	A
Pioneer to Norwalk	Secondary 4D	36,000	11,107	0.31	A
Norwalk to Bloomfield	Secondary 4D	36,000	7,051	0.20	A
Bloomfield to Shoemaker	Secondary 4U	31,000	4,121	0.13	A
¹ "Major" or "Secondary" designations are per the City's 1988 General Plan. Number of Lanes are for total of both directions as they exist in 2001. "D" means "Divided," or that there is a center divider, "U" means "Undivided," or no center divider. ² Volume-to-Capacity ratio. ³ Level of Service per V/C ranges in Table CIR-3. ⁴ 1998 data is considered representative of 2001 existing conditions, given that growth on most roadway segments in the City has been less than one percent, and based on historical traffic volume data from 1987 and 1993. ⁵ New daily traffic volumes for Towne Center Drive were taken in 2001.					

Table CIR-5
Intersection Level of Service and
Corresponding ICU Values

Level of Service	Intersection Capacity Utilization (ICU)
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	Greater than 1.00

Intersection Capacity Analysis

Sixteen (16) intersections were selected for analysis. The selection of the 16 intersections was based on which intersections are currently carrying high peak hour volumes, such as those near activity centers and freeway interchanges, as well as those near vacant or underutilized parcels where development could occur and traffic growth might be anticipated. The 16 intersections selected for analysis are summarized on Table CIR-6, Intersection Analysis – 2001 Conditions. Morning and evening peak hour traffic counts were conducted at each study intersection in September 2001, and the existing peak hour Level of Service at those intersections is summarized on Table CIR-6.

Review of Table CIR-6 indicates that, with the exception of one intersection, all study intersections are operating at LOS D or better under existing conditions. One intersection is currently operating at LOS E:

- ❑ South Street and Carmenita Road: PM peak hour.

4.0 DESCRIPTION OF THE CIRCULATION PLAN

4.1 ANALYSIS OF BUILDOUT TRAFFIC CONDITIONS

Analysis of projected traffic conditions at buildout of the City was conducted to determine whether or not the City's circulation system can accommodate the future traffic demands of the City's land use plan. The buildout year is assumed to be Year 2020. If roadway or intersection deficiencies are projected to occur as a result of buildout of General Plan land uses, then improvements needed to accommodate future traffic volumes will be identified.

Table CIR-6
Intersection Analysis – 2001 Conditions

Intersection		Existing Conditions ¹			
		AM Peak Hour		PM Peak Hour	
#	Name	ICU	LOS	ICU	LOS
1	South Street at Palo Verde Avenue	0.63	B	0.79	C
2	South Street at Studebaker Road	0.67	B	0.72	C
3	183 rd Street at Studebaker Road	0.52	A	0.66	B
4	Del Amo Blvd. at Pioneer Blvd.	0.82	D	0.74	C
5	Gridley Road at South Street	0.69	B	0.72	C
6	183 rd Street at Bloomfield Avenue	0.83	D	0.66	B
7	Bloomfield Ave. at SR-91 EB off-ramp	0.73	C	0.68	B
8	Bloomfield Ave. at SR-91 WB on-ramp	0.63	B	0.54	A
9	South Street at Carmenita Road	0.65	B	0.94	E
10	Carmenita Road at SR-91 EB off-ramp	0.63	B	0.70	B
11	Carmenita Road at SR-91 WB off-ramp	0.71	C	0.64	B
12	Artesia Boulevard at Carmenita Road	0.82	D	0.85	D
13	Artesia Boulevard at Bloomfield Avenue	0.53	A	0.65	B
14	South Street at I-605 NB ramps	0.47	A	0.77	C
15	South Street at I-605 SB ramps	0.61	B	0.62	B
16	183 rd Street at Shoemaker Avenue	0.62	B	0.41	A

¹ Based on peak hour traffic counts conducted in September 2001.

4.1.1 METHODOLOGY

The methodology for evaluating future traffic volumes on the roadway segments and at intersections in Cerritos is based on the following major premises:

- ❑ The Circulation Element must be consistent with all other Elements of the General Plan, especially the Land Use Element, such that there is a good balance between the transportation capacity to be provided and the travel demand to be generated by the buildout land uses.
- ❑ The effects of increased traffic in Cerritos due to growth and development in neighboring communities must be taken into consideration. While “through” traffic is not encouraged, its presence must be recognized so that the Circulation Element can be responsive.

- ❑ The City's current circulation system is built out to its designated capacities, and is assumed to be the network for the buildout analysis. If improvements to the roadway system or intersections are needed to accommodate General Plan Buildout, these will be recommended as mitigation measures.

4.1.2 BUILDOUT TRAFFIC PROJECTIONS

While the City of Cerritos is generally fully developed, some parcels are still vacant, or are underdeveloped and have the potential for further development. The Land Use Element of the General Plan quantifies the potential development on these under-developed and vacant parcels. The remaining potential development on these parcels of interest in Cerritos is estimated to consist of approximately 2.77 million square feet of development in underutilized parcels, and 1.15 million square feet development on vacant parcels.

For the analysis of future traffic conditions, each parcel was identified in terms of its potential future land use, including the land use type (residential, retail, office, industrial, etc.) and the quantity of those land uses (dwelling units, thousand square feet, etc.). The additional trips that would be generated by the proposed developments were estimated and distributed on the surrounding road network as described earlier in the report. The average growth for the street network was calculated from daily traffic volumes that were obtained from the City.

4.1.3 BUILDOUT TRAFFIC CONDITIONS ON ROADWAYS

Forecasted daily traffic volumes are presented on Exhibit CIR-5, *Buildout (2020) Daily Roadway Segment Traffic Volumes*. Forecasted operating conditions for Buildout Year 2020 are presented in Table CIR-7, *Level of Service on Roadway Segments, Buildout Conditions (2020)*. Review of Table CIR-7 indicates that all roadway segments would continue to operate at LOS D or better at buildout, with the exception of the following two roadway segments:

- ❑ South Street west of Studebaker Avenue, LOS E; and
- ❑ South Street between I-605 and Gridley Avenue, LOS E.

In both cases, these roadways are Major Arterials, and are adjacent to or near a freeway interchange. The forecasted LOS E conditions on these segments are reflective of the regional function these roadways provide.

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CERRITOS
GENERAL PLAN

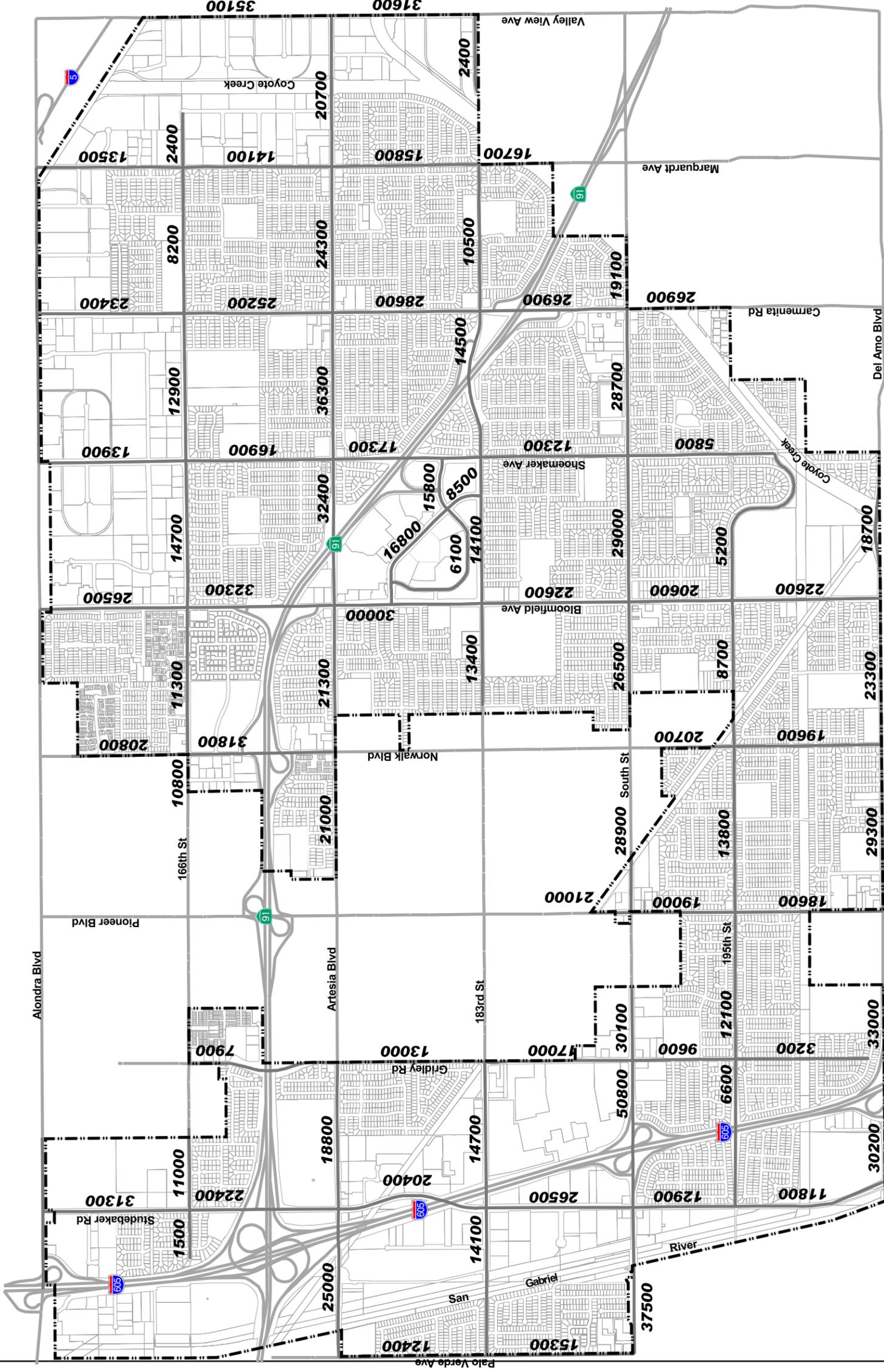
LEGEND

X,XXX = Daily Traffic Volume
(Number of Vehicles)



NOT TO SCALE

Source: Kimley-Horn and Associates, Inc.



Buildout (2020) Daily Roadway Segment Traffic Volumes

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Table CIR-7
Level of Service on Roadway Segments, Buildout Conditions (2020)

Location	Classification ¹	LOS "E" Capacity	Daily Traffic	V/C ²	LOS ³
Artesia Boulevard					
Palo Verde to Studebaker	Major 4D	40,400	25,000	0.62	B
Studebaker to Gridley	Major 4D	40,400	18,800	0.47	A
Gridley to Norwalk	Major 4D	40,400	21,000	0.52	A
Norwalk to Bloomfield	Major 4D	40,400	21,300	0.53	A
Bloomfield to SR-91	Major 4D	40,400	31,800	0.79	C
SR-91 to Shoemaker	Major 4D	40,400	32,400	0.80	C
Shoemaker to Carmenita	Major 4D	40,400	36,300	0.90	D
Carmenita to Marquardt	Major 4D	40,400	24,300	0.60	A
Marquardt to Valley View	Major 4D	40,400	20,700	0.51	A
Bloomfield Avenue					
North of 166 th	Major 4D	40,400	26,500	0.66	B
166 th to 91 Freeway	Major 4D	40,400	32,300	0.80	C
91 Freeway to Artesia	Major 6D	53,000	32,800	0.62	B
Artesia to Towne Center Drive	Major 6D	53,000	30,000	0.57	A
Towne Center Drive to 183 rd	Major 4D	40,400	26,800	0.66	B
183 rd to South Street	Major 4D	40,400	22,600	0.56	A
South Street to 195 th	Major 4D	40,400	20,600	0.51	A
195 th to Del Amo	Major 4D	40,400	22,600	0.56	A
Carmenita Road					
North of 166 th	Major 4D	40,400	23,400	0.58	A
166 th to Artesia	Major 4D	40,400	25,200	0.62	B
Artesia to 183 rd	Major 4D	40,400	28,600	0.71	C
183 rd to 91 Freeway	Major 4D	40,400	30,500	0.75	C
South of South Street	Major 4D	40,400	26,900	0.67	B
Del Amo Boulevard					
East of Studebaker	Major 4D	40,400	30,200	0.75	C
Gridley to Pioneer	Major 4D	40,400	33,000	0.82	D
Pioneer to Norwalk	Major 4D	40,400	29,300	0.73	C
Norwalk to Bloomfield	Major 4D	40,400	23,300	0.58	A
East of Bloomfield	Major 4D	40,400	18,700	0.46	A
Gridley Road					
North of Artesia	Secondary 4D	36,000	7,900	0.22	A
Artesia to 183 rd	Secondary 4D	36,000	13,000	0.36	A
183 rd to South Street	Secondary 4D	36,000	17,000	0.47	A
South Street to 195 th	Secondary 4D	36,000	9,600	0.27	A
195 th to Del Amo	Secondary 4D	36,000	3,200	0.09	A
Marquardt Avenue					
North of 166 th	Secondary 4D	36,000	13,500	0.38	A
166 th to Artesia	Secondary 4D	36,000	14,100	0.39	A
Artesia to 183 rd	Secondary 4D	36,000	15,800	0.44	A
South of 183 rd	Secondary 4D	36,000	16,700	0.46	A

Table CIR-7 - Continued
Level of Service on Roadway Segments, Buildout Conditions (2020)

Location	Classification ¹	LOS "E" Capacity	Daily Traffic	V/C ²	LOS ³
Norwalk Boulevard					
North of 166 th	Secondary 4D	36,000	20,800	0.58	A
166 th to 91 Freeway	Secondary 4D	36,000	31,800	0.88	D
91 Freeway to Artesia	Secondary 4D	36,000	28,400	0.79	C
North of 195 th	Secondary 4D	36,000	20,700	0.58	A
South of 195 th	Secondary 4D	36,000	19,600	0.54	A
Palo Verde Avenue					
Artesia to 183 rd	Secondary 4U	31,000	12,400	0.40	A
183 rd to South Street	Secondary 4U	31,000	15,300	0.49	A
Park Plaza Drive					
West of Towne Center Drive	Secondary 4U	31,000	6,100	0.20	A
West of Shoemaker	Secondary 4U	31,000	15,800	0.51	A
Pioneer Boulevard					
South Street to 195 th	Major 4D	40,400	19,000	0.47	A
South of 195 th	Major 4D	40,400	18,600	0.46	A
North of South Street	Major 4D	40,400	21,800	0.54	A
Shoemaker Avenue					
North of 166 th	Secondary 4D	36,000	13,900	0.39	A
166 th to Artesia	Secondary 4D	36,000	16,900	0.47	A
Artesia to Park Plaza	Secondary 4D	36,000	17,300	0.48	A
Park Plaza to 183 rd	Secondary 4D	36,000	15,700	0.44	A
183 rd to South Street	Secondary 4D	36,000	12,300	0.34	A
South of South Street	Secondary 4D	36,000	5,800	0.16	A
South Street					
West of Studebaker	Major 4D	40,400	37,500	0.93	E**
Studebaker to 605 Freeway	Major 6D	53,000	47,900	0.90	D
605 Freeway to Gridley	Major 6D	53,000	50,800	0.96	E**
East of Gridley	Major 6D	53,000	30,100	0.57	A
East of Pioneer	Major 4D	40,400	28,900	0.72	C
West of Bloomfield	Major 4D	40,400	26,500	0.66	B
Bloomfield to Shoemaker	Major 4D	40,400	29,000	0.72	C
Shoemaker to Carmenita	Major 4D	40,400	28,700	0.71	C
East of Carmenita	Major 4D	40,400	19,100	0.47	A
Studebaker Road					
Alondra to 166 th	Major 4D	40,400	31,300	0.77	C
166 th to 91 Freeway	Major 4D	40,400	22,400	0.55	A
91 Freeway to Artesia	Major 4D	40,400	28,100	0.70	B
Artesia to 183 rd	Major 4D	40,400	20,400	0.50	A
183 rd to South Street	Major 4D	40,400	26,500	0.66	B
South Street to 195 th	Major 4D	40,400	12,900	0.32	A
South of 195 th	Major 4D	40,400	11,800	0.29	A

Table CIR-7 - Continued
Level of Service on Roadway Segments, Buildout Conditions (2020)

Location	Classification ¹	LOS "E" Capacity	Daily Traffic	V/C ²	LOS ³
Towne Center Drive					
Bloomfield to Park Plaza E	Secondary 4U	31,000	16,800	0.54	A
Park Plaza E to 183 rd	Secondary 4U	31,000	8,500	0.27	A
Valley View Avenue					
North of Artesia	Major 4D	40,400	35,100	0.87	D
Artesia to 183 rd	Major 6D	53,000	31,600	0.60	A
166th Street					
West of Studebaker	Secondary 4U	31,000	1,500	0.05	A
Studebaker to Gridley	Secondary 4U	31,000	11,000	0.35	A
West of Norwalk	Secondary 4U	31,000	10,800	0.35	A
Norwalk to Bloomfield	Secondary 4D	36,000	11,300	0.31	A
Bloomfield to Shoemaker	Secondary 4D	36,000	14,700	0.41	A
Shoemaker to Carmenita	Secondary 4D	36,000	12,900	0.36	A
Carmenita to Marquardt	Secondary 4U	31,000	8,200	0.26	A
East of Marquardt	Secondary 4U	31,000	2,400	0.08	A
183rd Street					
Palo Verde to Studebaker	Secondary 4D	36,000	14,100	0.39	A
East of Studebaker	Secondary 4D	36,000	14,700	0.41	A
West of Bloomfield	Secondary 4D	36,000	13,400	0.37	A
Bloomfield to Shoemaker	Secondary 4D	36,000	14,100	0.39	A
Shoemaker to Carmenita	Secondary 4D	36,000	14,500	0.40	A
Carmenita to Marquardt	Secondary 4D	36,000	10,500	0.29	A
Marquardt to Valley View	Secondary 4D	36,000	2,400	0.07	A
195th Street					
Studebaker to Gridley	Secondary 4D	36,000	6,600	0.18	A
Gridley to Pioneer	Secondary 4D	36,000	12,100	0.34	A
Pioneer to Norwalk	Secondary 4D	36,000	13,800	0.38	A
Norwalk to Bloomfield	Secondary 4D	36,000	8,700	0.24	A
Bloomfield to Shoemaker	Secondary 4U	31,000	5,200	0.17	A
¹ "Major" or "Secondary" designations are per the City's 1988 General Plan. Number of Lanes are for total of both directions as they exist in 2001. "D" means "Divided," or that there is a center divider, "U" means "Undivided," or no center divider. ² Volume-to-Capacity ratio. ³ Level of Service per V/C ranges in Table CIR-3.					
Note: Unacceptable LOS indicated as E** and F***					

Recommended Improvements to Mitigate Impacts

Since the acceptable threshold for Level of Service is D, these two segments mentioned above are considered to be impacted. The segment of South Street and Studebaker Road is currently a four-lane divided roadway, and would need to be widened to six lanes in order to achieve the acceptable LOS threshold of D. However, this would require right-of-way take and would have undesirable impacts on adjacent land uses.

It should be noted that the projected traffic increases will be the result of buildout of nearby vacant and underutilized parcels within the City, as well as regional growth, and may not occur for some time, if at all. It is also important to note that the adjacent intersection of South Street and Studebaker Road is projected to operate at LOS D or better in both peak hours at buildout, indicating that appropriate intersection improvements exist to accommodate peak traffic volumes. Finally, a signal coordination system is in place along South Street, which provides traffic flow benefits that are not reflected in the daily V/C and LOS calculations. Based on these factors, upgrading South Street to a six-lane major would not necessarily be required. Rather, the City should monitor traffic growth, and be prepared to address unacceptable levels of congestion, should they occur.

The segment of South Street between I-605 and Gridley Avenue is already built to six lanes. The increase in traffic on this segment reflects high traffic demands due to new development, as well as increases in regional traffic destined for the freeway. Further widening on this roadway segment would have significant land use implications. Traffic control system improvements, such as signal coordination, to help expedite access to and from the freeway are already in place, and provide traffic flow benefits that are not reflected in the daily V/C and LOS calculations.

4.1.4 BUILDOUT TRAFFIC CONDITIONS AT INTERSECTIONS

The ICU analysis was conducted for buildout conditions, and the LOS was determined for each of the 16 intersections. The results are presented in Table CIR-8, *Intersection Levels of Service at Buildout (2020)*. The data in Table CIR-8 indicates that 13 of the 16 intersections analyzed would operate at LOS "D" or better under buildout conditions. Two intersections would operate at LOS "E" and one at LOS "F":

- ❑ 183rd Street at Bloomfield Avenue: LOS E in the AM peak hour;
- ❑ South Street at Carmenita Road: LOS F in the PM peak hour; and
- ❑ Artesia Avenue at Carmenita Road: LOS E in both the AM and PM peak hours.

Table CIR-8
Intersection Levels of Service at Buildout (2020)

Intersection		ICU and LOS at Buildout ¹			
		AM Peak Hour		PM Peak Hour	
#	Name	ICU	LOS	ICU	LOS
1	South Street at Palo Verde Avenue	0.69	B	0.89	D
2	South Street at Studebaker Road	0.72	C	0.89	D
3	183 rd Street at Studebaker Road	0.57	A	0.73	C
4	Del Amo Blvd. at Pioneer Blvd.	0.90	D	0.86	D
5	Gridley Road at South Street	0.76	C	0.82	D
6	183 rd Street at Bloomfield Avenue	0.93	E	0.85	D
7	Bloomfield Ave. at SR-91 EB off-ramp	0.84	D	0.75	C
8	Bloomfield Ave. at SR-91 WB on-ramp	0.70	C	0.60	B
9	South Street at Carmenita Road	0.75	C	1.07	F
10	Carmenita Road at SR-91 EB off-ramp	0.71	C	0.79	C
11	Carmenita Road at SR-91 WB off-ramp	0.85	D	0.83	D
12	Artesia Boulevard at Carmenita Road	0.92	E	0.99	E
13	Artesia Boulevard at Bloomfield Avenue	0.59	A	0.77	C
14	South Street at I-605 NB ramps	0.52	A	0.89	D
15	South Street at I-605 SB ramps	0.72	C	0.76	C
16	183 rd Street at Shoemaker Avenue	0.71	C	0.52	A

¹ Based on existing (2001) traffic counts plus area growth plus traffic generated by development of vacant and underutilized parcels.

Mitigation Measures for Intersections

Improvements were identified that would achieve Level of Service “D” under buildout conditions at the three impacted intersections. These improvements are:

- ❑ At 183rd Street and Bloomfield Avenue: The addition of a second westbound left-turn lane would improve the Level of Service from LOS E to LOS D.
- ❑ At South Street and Carmenita Road: The addition of a third southbound through lane, a third eastbound through lane, and a westbound through lane would improve the Level of Service from LOS F to LOS D.
- ❑ At Artesia Boulevard and Carmenita Road: the addition of a second eastbound left-turn lane and the striping of a northbound right-turn lane would improvement the level of service from LOS E to LOS D.

A summary of the buildout ICU and LOS values with the recommended improvements in place are presented in Table CIR-9, Summary of Buildout (2020) Intersection Operation After Mitigation. All recommended roadway and intersection improvements are depicted on Exhibit CIR-6, Recommended Roadway and Intersection Improvements.

Table CIR-9
Summary of Buildout (2020) Intersection Operation After Mitigation

Intersection		Buildout Conditions After Mitigation			
		AM Peak Hour		PM Peak Hour	
#	Name	ICU	LOS	ICU	LOS
6	183 rd Street at Bloomfield Avenue	0.83	D	0.85	D
9	South Street at Carmenita Road	0.69	B	0.85	D
12	Artesia Boulevard at Carmenita Road	0.80	C	0.89	D

As previously noted, the projected traffic increases would be the result of buildout of nearby vacant and underutilized parcels within the City, as well as regional growth, and may not occur for some time, if at all. Based on these factors, upgrading the three “impacted” intersections would not necessarily be required. Rather, the City should monitor traffic growth, and be prepared to address unacceptable levels of congestion, should they occur.

4.2 RECOMMENDED ROADWAY CLASSIFICATIONS

The City’s 1988 General Plan contains the following street classifications:

- Major: 100 feet of right-of-way;
- Secondary: 80 feet of right-of-way; and
- Local Collector: 60 feet of right-of-way.

It is recommended that the City of Cerritos modify its roadway classification system to include the following:

- Major Arterial – 6-lane
- Major Arterial – 4-lane
- Secondary Arterial with center divider (four lanes)
- Secondary Arterial without center divider (four lanes)
- Local Collector

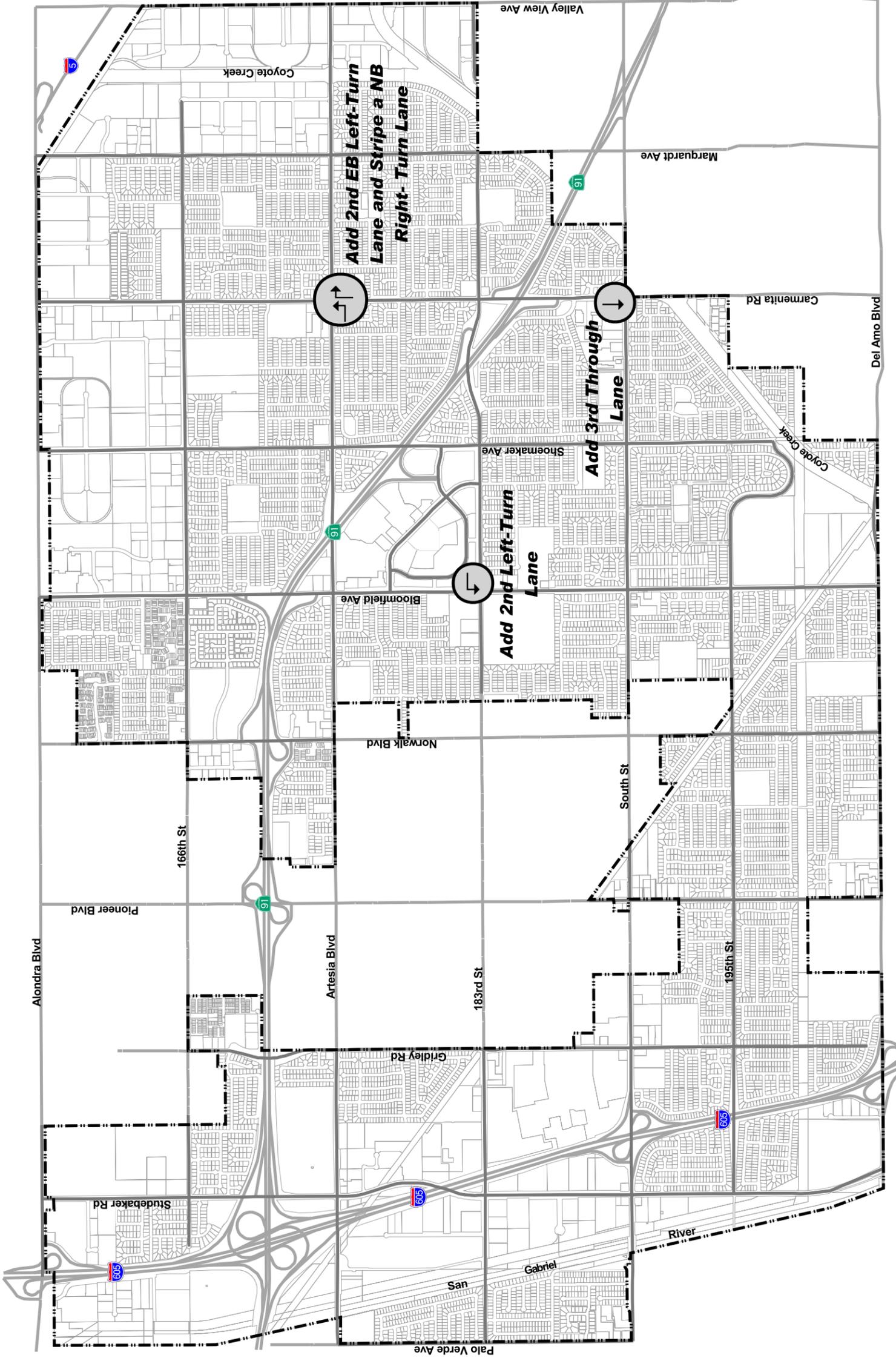
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Source: Kimley-Horn and Associates, Inc.



Recommended Roadway and Intersection Improvements

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To accommodate traffic volume levels in the future will likely require the addition of lanes on some roadway segments. The City's current classification system does not have a roadway category that specifically reflects a six-lane configuration within a 100-foot right-of-way. Major Arterials with 100 feet of right-of-way (also referred to as "Primary" roadways in the City's Standard Plan document) are intended to be four-lane facilities. However, some Major Arterial roadway segments in the City, specifically sections of South Street, Bloomfield Avenue and Valley View Avenue, have been upgraded to six lanes. In some cases, the City has acquired additional right-of-way (more than 100 feet) to achieve this six-lane cross-section. In most cases, however, the six lanes have been accommodated within the 100-foot right-of-way by narrowing lanes or eliminating parking or bike lanes.

It is proposed that a "Major with six lanes" category be added to the City's classification system, and assigned to selected roadway segments. This category would have a right-of-way width of 120 feet. Assigning this designation to selected roadway segments would make it possible for the City to preserve or acquire additional right-of-way as development or re-development takes place along these Arterials. With additional right-of-way, the City can achieve desirable design standards with appropriate lane widths, center dividers and appropriate curb lane treatment.

4.2.1 MAJOR ARTERIALS

Major Arterials would be four-lane or six-lane divided facilities that would carry the highest levels of traffic volumes in the City, mostly in excess of 40,000 to 50,000 vehicles per day (vpd). Major Arterials carry a large volume of intra-regional through traffic destined to and from major activity centers in the City, and to and from the freeway system. Frequent access to abutting land uses is discouraged.

- ❑ The right-of-way width for a 6-lane Major Arterial would be 100 feet. The LOS E capacity of a 6-lane Major would be 53,000 vpd.
- ❑ The right-of-way for a 4-lane Major Arterial would be 100 feet. The LOS E daily capacity of a 4-lane Major would remain at 40,400 vpd.

4.2.2 SECONDARY ARTERIALS

Secondary arterials would be four-lane divided or undivided facilities capable of carrying up to 30,000 to 35,000 vehicles per day without serious traffic delays. They are designed to carry traffic between Major Arterials or to lesser thoroughfares and have right-of-way widths of 80 feet with 64 feet of roadway width curb to curb. The major difference between divided and undivided Secondary Arterials would be that the vehicle-carrying capacity for a divided facility would be higher than for an undivided facility. Most of

the roadways designated as Secondary roadways in the City of Cerritos have been improved to provide some form of center roadway divider for left-turn channelization. Adoption of this recommended classification will simply acknowledge the difference between the divided and undivided Secondary facilities in the City.

- ❑ The Secondary Divided Arterial would have two travel lanes in each direction, and a center roadway divider to provide separate channelization for left-turning vehicles. The daily LOS E capacity of a Secondary Divided Arterial would be 36,000 vpd.
- ❑ The Secondary Undivided Arterial would have two travel lanes in each direction, and no center divider. Parking lanes or bike lanes are usually provided. The daily LOS E capacity of Secondary Undivided Arterial would be 31,000 vpd.

Secondary Arterials are better suited than Major Arterials to serve adjacent land uses, and to carry traffic between adjacent neighborhoods, distributing traffic between local streets and Major Arterials. Side street access and driveways to individual properties are more frequent.

4.2.3 LOCAL STREETS

Local streets would be comprised of Collector and Residential streets. Collector streets are normally two lanes that functionally provide access for several local roadways to an arterial roadway. They are intended to collect and route local traffic to the higher classification roads. A Collector street usually has a roadway width of 40 feet within 60 feet of right-of-way.

Residential streets are not included in the basic circulation network contained in the Circulation Element, yet they constitute a major part of the road network in the City of Cerritos. They would have a right-of-way between 50 and 60 feet, with two travel lanes, parking lanes, sidewalk and parkway. The intent of the residential street system is simply to carry residential traffic from the neighborhoods to the higher classification street system.

With this revised classification system, some changes to the current roadway designations are recommended. The recommended classifications changes are illustrated in Exhibit CIR-7, Functional Roadway Classifications (2002 General Plan). Table CIR-10, Functional Roadway Classifications, summarizes roadway segments for which changes in classification are recommended.

Table CIR-10
Functional Roadway Classifications

Roadway Segment	Current Classification	Current Number of Lanes	Recommended Classification
South Street, between Palo Verde Avenue and Studebaker Road	Major	4 lanes, divided	Major, 6-lane
South Street, between Studebaker Road and Gridley Road	Major	6 lanes, divided	Major, 6-lane
South Street, between Gridley Road and Pioneer Boulevard	Major	4 lanes, divided	Major, 6-lane
Artesia Boulevard, between Bloomfield Avenue and Shoemaker Avenue	Major	4 lanes, divided	Major, 6-lane
Bloomfield Avenue, between SR-91 EB ramp and Towne Center Drive	Major	6 lanes, divided	Major, 6-lane

4.2.4 RECOMMENDED ROADWAY CROSS-SECTIONS

Right-of-way and travelway cross-sections for the recommended roadway classifications are presented in Exhibit CIR-8, Recommended Typical Sections for Arterials. Cross-sections for local streets are not shown because collector and residential streets are not considered to be a part of the Circulation Element.

5.0 PLANNING FACTORS, GOALS AND POLICIES

REDUCE THE EFFECTS OF REGIONAL TRAFFIC ON THE COMMUNITY

Planning Factor

Regional traffic does not recognize city boundaries. Cerritos is a city surrounded on all sides by urbanized communities. A comprehensive freeway system and a continuous grid street system in and around the City of Cerritos allows for the free flow of traffic between and through adjoining cities. The street system must be planned, designed and preserved to support the movement of all people and goods within and through the City in a safe and efficient manner, while maintaining a quality of life for residents. The design of the circulation system should provide a balance between economic development, regional mobility and the preservation of residential neighborhoods and community facilities.

- | | | |
|-----------------|--------------|---|
| Goal | <i>CIR-1</i> | <i>Provide a safe and efficient regionally-oriented transportation system designed to channel non-local traffic and trucks onto the major arterial street system and discourage encroachment into community areas or residential neighborhoods.</i> |
| Policies | CIR-1.1 | Use the Circulation Element to guide detailed planning and implementation of the City's roadway system. |
| | CIR-1.2 | Adopt street cross-section standards and ensure all new and upgraded roadway facilities are constructed or upgraded to meet City standards, where feasible. |
| | CIR-1.3 | Provide adequate capacity on the Major Arterials to encourage through traffic to stay on the Major Arterial street system, and to discourage diversion onto the secondary and residential street system. |
| | CIR-1.4 | Evaluate the City's truck routes to ensure that movement of truck traffic is accommodated by and confined to the designated streets to the greatest extent possible. |
| | CIR-1.5 | Implement traffic signal coordination to enhance traffic flow, and reduce delay at signalized intersections. Coordinate with neighboring jurisdictions and Caltrans, as needed. |
| | CIR-1.6 | Where deemed necessary, upgrade major arterial facilities to accommodate regional traffic demand, improve access to and from freeway ramp facilities and to facilitate truck movements. |
| Goal | <i>CIR-2</i> | <i>Provide and maintain a secondary network of arterial streets and local streets to accommodate the internal circulation needs of Cerritos' businesses and residents.</i> |
| Policies | CIR-2.1 | Maintain the current City policy that specifically precludes through traffic on 183 rd Street at the easterly boundary of the City; Shoemaker Avenue at the southerly boundary of the City; and 195 th Street at the westerly boundary of the City. |

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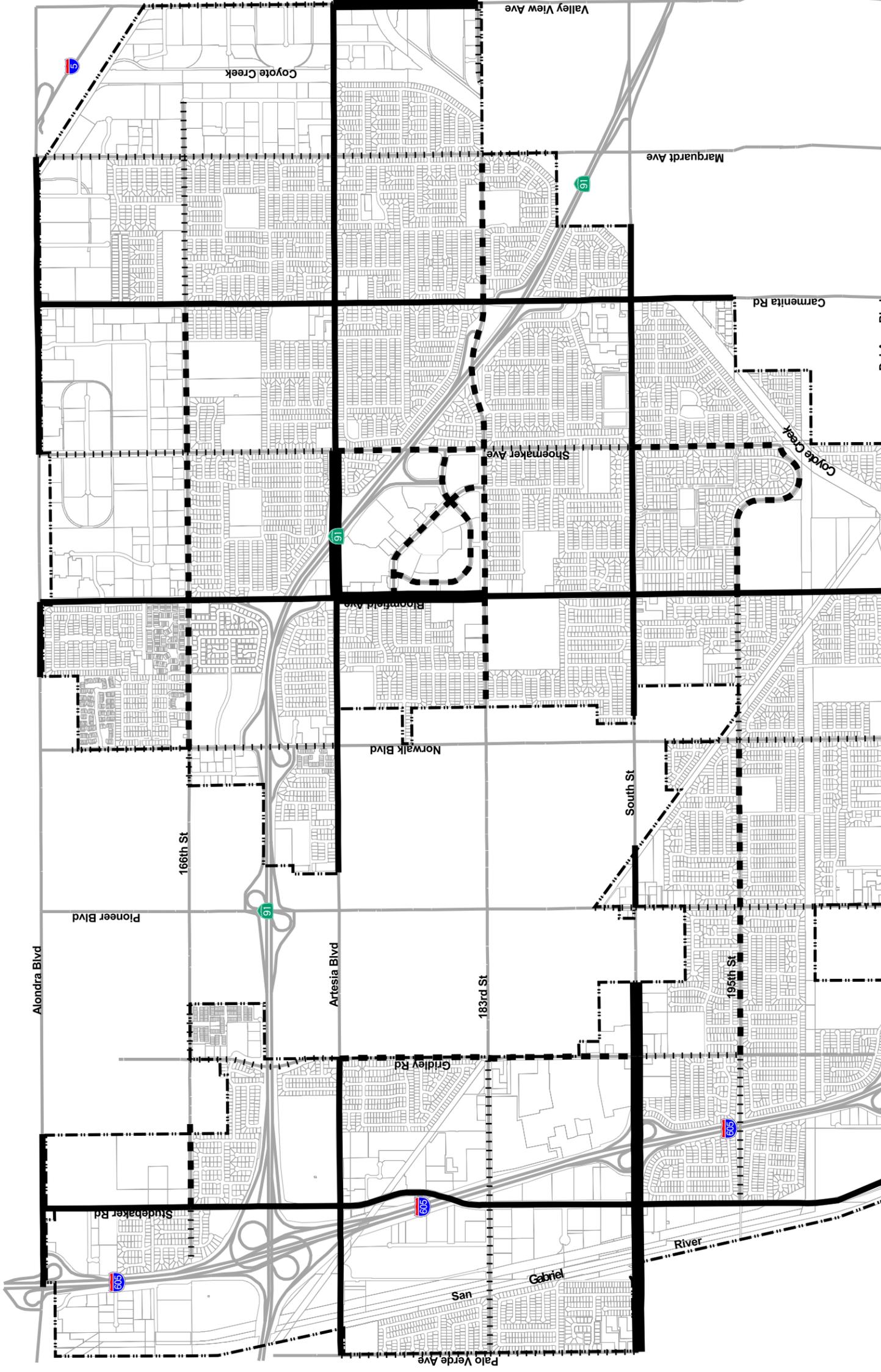
LEGEND

- Major Arterial (6 lanes)
- Major Arterial (4 lanes)
- Secondary Arterial with Center Divider
- Secondary Arterial with No Center Divider
- Cerritos Limits



NOT TO SCALE

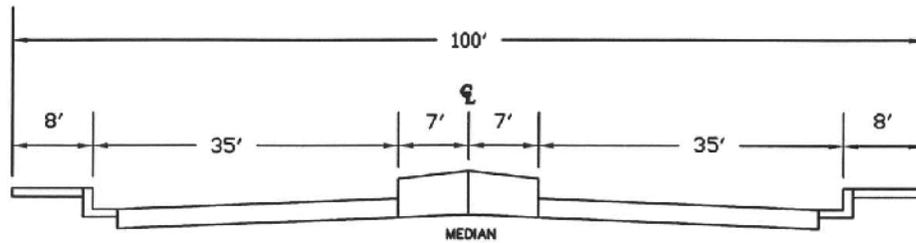
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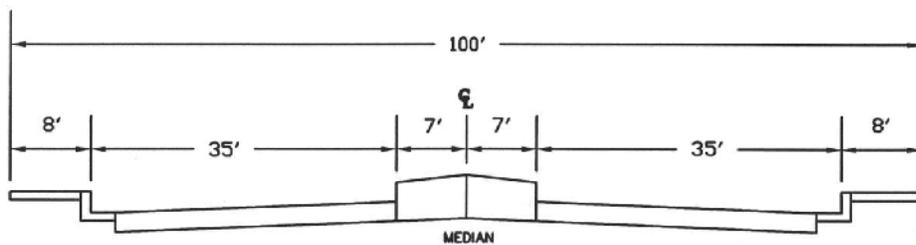
Functional Roadway Classifications (2002 General Plan)

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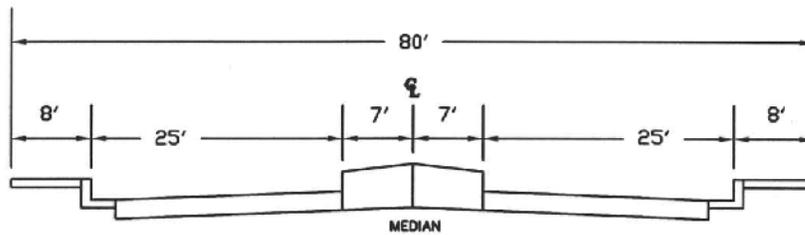
MAJOR ARTERIAL WITH SIX LANES



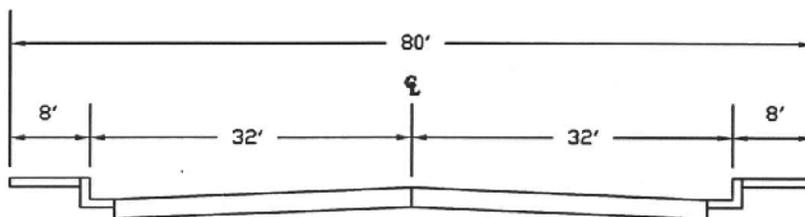
MAJOR ARTERIAL WITH FOUR LANES



SECONDARY ARTERIAL WITH CENTER DIVIDER



SECONDARY ARTERIAL WITH NO CENTER DIVIDER



Source: Kimley-Horn and Associates, Inc.

Recommended Typical Sections For Arterials

- CIR-2.2 Make arterial or intersection improvements where necessary to accommodate traffic demand that would otherwise divert to secondary and local streets.
- CIR-2.3 Enforce speed restrictions throughout the City, especially on local streets.
- Goal** CIR-3 *Influence the design of secondary and local streets to discourage through traffic in residential areas without inhibiting internal circulation within and between neighborhoods.*
- Policies** CIR-3.1 Review vicinity of circulation plans of commercial development to minimize conflicts with residential neighborhoods.
- CIR-3.2 Develop mechanisms to periodically monitor local traffic at the neighborhood level.
- CIR-3.3 Encourage citizen notification of areas with through-traffic problems. Implement and evaluate turn restrictions or other measures to reduce or discourage problematic traffic movements or patterns.
- CIR-3.4 On an as-needed basis for identified problem areas, test and evaluate traffic calming solutions on neighborhood streets, such as curb lane striping, traffic diverters and street closures.
- CIR-3.5 Continue to implement arterial improvements to draw traffic off of local streets.

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SAFETY

Planning Factor

The efficient and safe movement of vehicular and non-motorized traffic on City streets is a concern of both City officials and residents of the community. Planning and design of the Circulation System needs to include policies to minimize safety hazards and encourage safe operating conditions on City streets.

C E R R I T O S G E N E R A L P L A N

Goal *CIR-4 Enhance the safety of all motorists on the City street system.*

Policies CIR-4.1 Identify and evaluate high-accident locations. Recommend and implement improvements to address deficiencies.

CIR-4.2 Evaluate and upgrade sub-standard intersections or roadway segments.

CIR-4.3 In coordination with the railroad companies, upgrade at-grade railroad crossings to improve timing, visibility and motorist safety.

CIR-4.4 Clearly sign City streets, including advance signing for intersections on Major Arterials, and overhead signs at signalized intersections.

CIR-4.5 Identify and, where feasible, remove distracting signage and sight-distance barriers.

CIR-4.6 Update and enforce a defensible city-wide speed limit program.

CIR-4.7 Continue to implement and maintain a red-light camera program to prevent traffic accidents at primary signalized intersections.

Goal *CIR-5 Promote the safety of bicyclists and pedestrians on the public streets through street design and evaluation.*

Policies CIR-5.1 Identify and address bicycle and pedestrian safety hazards, including mid-block crossings, missing or deficient sidewalks or bike lanes and unsafe intersections.

CIR-5.2 In cooperation with the ABC Unified School District, implement and maintain a "Recommended Routes to School" guide for parents.

CIR-5.3 Work cooperatively with the ABC Unified School District with regard to the location and procedures of crossing guards.

TRANSPORTATION DEMAND MANAGEMENT/TRANSPORTATION SYSTEM MANAGEMENT

Planning Factor

As the City reaches buildout, and surrounding cities continue to develop, it will become increasingly important to maximize the efficiency of the roadway network through the use of Transportation System Management (TSM) and Travel Demand Management (TDM) strategies.

Goal CIR-6 *Reduce traffic demand through TDM measures, such as ridesharing programs, rideshare support services, shuttle services, bicycle and pedestrian system improvements, information dissemination and other trip reduction measures.*

- Policies**
- CIR-6.1 Implement land use and employment strategies to reduce the need for travel.
 - CIR-6.2 Promote ridesharing through publicity and provision of information to the public.
 - CIR-6.3 Require new development to incorporate design features which facilitate transit service and encourage transit ridership such as bus stop facilities, and efficient pedestrian paths through projects to transit stops.
 - CIR-6.4 Require mixed-use projects to provide an internal system of pedestrian and bicycle amenities, linking site uses and providing linkages to surrounding uses.
 - CIR-6.5 Encourage a mix of uses within a project, designed to maximize internal trip making, maximize the use of parking facilities and to promote a shift from auto use to pedestrian and bicycle modes of travel.
 - CIR-6.6 Encourage the provision of additional regional public transportation services and support facilities, including park-and-ride lots near the freeway interchanges and within village centers.
 - CIR-6.7 Investigate and encourage innovative transportation solutions to serve the community and/or the region.

C E R R I T O S G E N E R A L P L A N

- Goal** *CIR-7 Using Transportation System Management strategies, improve the flow of traffic on City streets through means other than adding roadway capacity.*
- Policies**
- CIR-7.1 Require proper spacing and interconnect traffic signals where feasible to maximize the smooth progression of traffic flows and to minimize delay and stop and go conditions.
 - CIR-7.2 Implement time-of-day signal timing plans to be responsive to varying traffic patterns at different times of the day.
 - CIR-7.3 Discourage the provision of on-street (curbside) parking along principal arterial roadways (e.g., Studebaker Road at the Cerritos Auto Square) to minimize traffic conflicts and increase the traffic carrying capacity of these roadways.
 - CIR-7.4 Evaluate the use of protected-permissive left-turn phasing at appropriate intersections, to reduce vehicle delay during off-peak periods.
 - CIR-7.5 Promote the consolidation of parking and related circulation facilities, where appropriate, to minimize the number of ingress and egress points onto arterials.
- Goal** *CIR-8 Strive to achieve a public transportation system which serves the needs of the community, is accessible to all and is a viable alternative to the single occupant vehicle.*
- Policies**
- CIR-8.1 Promote an increase in bus services offered, and a reduction in wait times within City limits.
 - CIR-8.2 Promote an increase in the use of public transit and para-transit services.
 - CIR-8.3 Provide adequate lane width and capacity, and reduce travel time on streets utilized by fixed-route transit.
 - CIR-8.4 Review new developments to include accommodations for Transportation Demand Management (TDM) programs, including public transportation and parking management.

- CIR-8.5 Integrate transit routes and stops into highway, pedestrian and bicycle circulation network.
- CIR-8.6 Participate in local and regional transit system/commuter-rail/transportation demand management planning and implementation activities to improve connections between the systems and ease of use of systems (i.e., reduced waiting times).
- CIR-8.7 Encourage the construction of improved bus stops as appropriate.

Related Goals and Policies: Refer to Goal CD-1, CD-2 and CD-4 and their associated policies in the Community Design Element. Goal CD-1 addresses community image, Goal CD-2 addresses streetscape design and Goal CD-4 addresses signage.

ROADWAY/PUBLIC RIGHT-OF-WAY AESTHETICS

Planning Factor

The City of Cerritos takes pride in its high-quality of visual aesthetics throughout the City, including on its public street system. The inclusion of landscaped medians, streetscape furniture, a consistent sign program, and other features all serve to make the individual's travel through the City more pleasing.

- | | |
|-----------------|---|
| Goal | <p><i>CIR-9 Plan and manage public rights-of-way and median islands to provide attractive streetscapes, while ensuring that street capacity, functionality, sight distance and public safety are not adversely affected.</i></p> |
| Policies | <p>CIR-9.1 Provide attractive streetscapes in a cost-effective, low-maintenance manner.</p> <p>CIR-9.2 Develop and implement a consistent street and landmark signing program throughout the City.</p> <p>CIR-9.3 Maintain and replace street trees as needed to achieve their aesthetic purpose and avoid damage to streets and sidewalks.</p> |

- CIR-9.4 Provide street lights compatible with the character of existing neighborhoods.
- CIR-9.5 Design and maintain landscaped parkways, decorative median islands and entrance planters at freeway on-ramps and off-ramps.
- CIR-9.6 Select and locate landscape materials, streetscape furniture and public art in such a way so as to avoid blocking motorists' sight distance or impeding vehicular movement.
- CIR-9.7 For targeted major arteries and entryways to the City from the freeway system, develop a comprehensive landscape, signage and entryway plan to efficiently direct traffic to appropriate routes and destinations.
- CIR-9.8 Develop and maintain Design Guidelines to ensure attractive City signs, streetscapes and freeway frontages and compatibility with adjacent land uses.
- CIR-9.9 Develop and maintain a Street Furniture Master Plan.
- CIR-9.10 Develop an Arts in Public Spaces Master Plan to display public art in parkway and/or landscape medians as appropriate.

Related Goals and Policies: Refer to Goal CD-2 and its associated policies, which address streetscape design.



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CHAPTER 5

HOUSING ELEMENT

1.0 INTRODUCTION

As the population of the State continues to grow and pressure on resources increases, Cerritos is concerned with providing adequate housing opportunities while maintaining a high standard of living for all citizens in the community.

Recognizing the importance of providing adequate housing, the State has mandated a Housing Element with every General Plan since 1969. This Housing Element (1998-2005) was created in compliance with State General Plan law pertaining to Housing Elements and was certified by the California Department of Housing and Community Development on June 10, 2002. In compliance with State law, the population and housing numbers in the adopted Housing Element are based upon the 1990 Census and Department of Finance numbers, and not the 2000 Census. The next update of the Housing Element will be based upon the 2000 Census.

This Chapter focuses primarily on goals, policies and action plans related to housing in the City. The following sections have been synthesized from the data and analysis contained in the Housing Element, which can be found in its entirety as Appendix H.

1.1 PURPOSE

The State of California has declared that “the availability of housing is of vital statewide importance and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order.” In addition, government and the private sector should make an effort to provide a diversity of housing opportunities and accommodate regional housing needs through a cooperative effort, while maintaining a responsibility toward economic, environmental and fiscal factors and community goals within the General Plan.

The City of Cerritos’ General Plan Housing Element articulates the City’s seven-year plan (1998 to 2005) relative to the maintenance and development of housing to meet the needs of existing and future residents.

The Housing Element, as required by State law, will provide a detailed analysis of existing housing stock, housing and household characteristics, ability of the housing industry to provide the necessary type and cost of housing, housing needs for all economic levels and for special needs groups and specific housing program development and priority.

The purpose of these requirements is to develop an understanding of the existing and projected housing needs within the community and to set forth policies and schedules that promote preservation, improvement and development of diverse types and costs of housing throughout Cerritos.

1.2 CITIZEN PARTICIPATION

Public participation for the 1998-2005 Housing Element included a series of study sessions and public hearings. In addition, a public review draft was prepared and made available to the community for a 30-day review period. The public review draft was sent to the Los Angeles County Housing Authority (LACHA), eight neighboring cities, Los Angeles County, Orange County, 18 non-profit organizations and various service providers (See Attachment 1 in Appendix H). The public review draft included comments received from City staff and the Planning Commission.

1.3 HOUSING ELEMENT PLANNING CYCLE

State planning law mandates that jurisdictions within the Southern California Association of Governments (SCAG) region adopt and update their Housing Element by July 1, 2000. As a consequence of this due date, a series of time frames for various aspects of the Housing Element preparation are established. There are three relevant time periods identified:

- 1989-1997: the review period to measure accomplishments of the 1989 Housing Element;
- 1998-July 2005: the planning period for assessing housing construction needs; and
- 2000-2005: the implementation period for programs identified within this Housing Element.

The planning period for the Regional Housing Needs Assessment (RHNA) as prepared by SCAG, is from January 1998 to June 2005. Pursuant to State law, the City of Cerritos, along with other jurisdictions prepare their next revision of the housing element to cover the period from 2005 to 2010.

2.0 AUTHORITY FOR THE ELEMENT

The Housing Element is one of the seven General Plan Elements mandated by the State of California, as expressed in Sections 65580 to 65589.8 of the California Government Code. California State Law requires that the Housing Element consist of "an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement and development of housing." The Housing Element establishes policies that will guide the City's decision-making in developing and implementing its goals through 2005.

The State Department of Housing and Community Development (HCD) sets forth specific requirements regarding the scope and content of City and county housing elements.

3.0 COMMUNITY FACTORS

3.1 DEMOGRAPHIC CHARACTERISTICS

The growth trends in Cerritos show significant population growth between 1970 and 2000. Cerritos grew by 266.2 percent during this time, making it the largest growing city amidst the eight neighboring cities. The recent growth can be attributed to the fact that the surrounding cities were built out earlier and in turn had experienced greater population growth decades before. In addition, Cerritos converted large amounts of its agricultural land to housing and commercial uses in the 1960s and 1970s, allowing for rapid growth. Current data shows the population growth in Cerritos has diminished drastically over time. According to the California Department of Finance, the 2000 population is 58,063¹ persons and is projected to grow by 4,140 persons or 7.1 percent over the next 20 years.

The 2000 Census data shows Cerritos is ethnically and culturally diverse, with 58.4 percent of the population of Asian/Pacific Islander origin, 21.4 percent of white origin, 10.4 percent of Hispanic/Latino origin and 6.7 percent of Black/African American origin. The median age of the population is 34 years, however there is a growing population of seniors.

There are segments of the population that may have more difficulty finding affordable housing due to their special needs. The special needs groups in Cerritos may include the elderly, disabled persons, large families, single-parent households or the homeless. These special needs groups along

¹ The 2000 U.S. Census showed the City's population in 2000 to be 51,488, which represents a 3.3 percent decrease from the 1990 census population of 53,240.

with low-income groups should be addressed in the City's implementation of the Housing Element.

2000 Census data has the median family income for Cerritos as \$76,944. This figure represents an increase of 39.7 percent from the 1990 median family income of \$55,076. The area median income (AMI) determined by the U.S. Department of Housing and Urban Development (HUD) for Los Angeles-Long Beach MSA 2000 counties was \$52,100, which is substantially lower than Cerritos.

NEIGHBORHOOD AND HOUSING CHARACTERISTICS

The population growth in Cerritos has increased at a greater rate than the housing supply. During the period of 1990 to 2000, the estimated population increased by 4,823 persons, while the housing stock increased by 147 units. Cerritos has a high percentage of single-family residential units, comprising 93.5 percent of its housing stock. Cerritos has a proportionally larger number of owners than renters. In 2000, 84.4 percent of the households are owners and 15.6 percent are renters.

The elderly population in Cerritos has increased dramatically. From the period of 1980 to 1990, the elderly population grew by 109.9 percent. It grew another 44.1 percent during the period of 1990 to 2000. This increase suggests a high demand for senior housing. Currently there are two senior housing communities in Cerritos, Pioneer Villas and Emerald Villas. The City is currently constructing another senior complex, Avalon at Cerritos. All three of these senior housing communities contain affordable and market rate units.

Cerritos is predominately built out, with limited potential for new residential construction. As of 1998 there were approximately 17 acres of vacant land zoned for residential uses in the City. This vacant land could provide 387 additional housing units in Cerritos. The City has also identified 4.8 units of underutilized land that has potential for residential redevelopment. This land could potentially provide 32 additional housing units.

The condition of the City's housing stock may be characterized by its age. In Cerritos only 1.3 percent of the housing stock was built before 1959. A majority of the housing units, 68.2 percent, were built in the period of 1970 to 1979. This demonstrates Cerritos housing stock is young, and only a small percentage of housing units are likely to be substandard due to age. The City has developed neighborhood improvement plans and has made available various resources to maintain the integrity of Cerritos' residential communities.

4.0 DESCRIPTION OF THE HOUSING PLAN

4.1 QUANTIFIED OBJECTIVES

Based on the objectives and past monitoring reports, the City should be able to construct, rehabilitate or preserve approximately 505 units between 1998 and 2005. Eighty-eight (88) percent of the total production will be through new construction, while the remainder will be through rehabilitation. Through new construction between 1998 and 2001, the City of Cerritos has already been able to meet their 1998-2005 RHNA Very Low and Low housing need.

Table HOU-1
Quantified Objectives Summary (1998-2005)

Income Group	New Construction	Rehabilitation	Preservation	Total
Very-Low	130	30	0	160
Low	130	30	0	160
Moderate	74	0	0	74
Above-Moderate	111	0	0	111
Total	445	60	0	505

5.0 PLANNING FACTORS, GOALS AND POLICIES

5.1 CERRITOS HOUSING ISSUES

The following is a summary of housing issues in Cerritos, pertinent to the establishment of the housing program.

The City has been successful with many programs from the last housing element and Cerritos should continue these programs. These programs include:

- Density Bonus,
- Senior Housing Program,
- Reduced Development Fees,
- Homeless Shelter Program,
- City Wide Pride Program,
- Grant Program,
- Cerritos Code Enforcement Program, and
- Substandard Property Abatement Program.

The City had many programs within the last housing element that were appropriate toward the state housing goal, but which were not effective. These programs can be improved through more effective actions. Programs that need improvement include:

- Shared Housing Program,
- Equal Housing Program,
- Simplified Residential Development Review Process,
- Deferred Rehabilitation Loans,
- Senior and Disabled Citizen Labor Assistance Program,
- One-for-One Replacement Housing Program (at-risk), and
- First-time Home Buyers Assistance Program.

Population and household growth in the last decade has stabilized as Cerritos approaches buildout. Population growth has been more rapid than household growth, which suggests the average household size is increasing.

Cerritos unemployment rate has consistently been low and the number of persons in the labor force has remained stable.

Only 1.3 percent of the housing stock was built before 1959, which indicates that Cerritos' housing stock is young, and only a small percentage of housing units are likely to be substandard, due to age. Also, large portions of the housing stock are 20 to 30 years old and could need maintenance over the next five years.

There are no units "at-risk" of converting to market rate over the next 20 years, but the City should have a definite approach to housing units at-risk.

Cerritos plays an important regional role in providing housing opportunities to families and other households seeking ownership. Consequently, the City should make strong commitments toward the improvement of first-time homebuyer opportunities.

As the City continues to approach buildout, providing adequate housing sites will present a major challenge. Future residential development will rely heavily on innovative actions.

5.2 GOALS AND POLICIES

The goals and policies of the Housing Element provide the direction for the City's programs or actions. The goals and policies and subsequent programs or actions are formulated to address the existing and future housing needs of all segments of the community according to the state,

C E R R I T O S G E N E R A L P L A N

regional and county framework, in conjunction with the City's housing needs, resources and constraints.

Goal *HOU-1 Encourage the provision of a wide range of housing types.*

Policies HOU-1.1 Facilitate the development of housing for all household types, including special needs.

 HOU-1.2 Coordinate and cooperate with State, regional and local governments and agencies toward the attainment of the State housing goal.

 HOU-1.3 Maintain and expand residential grant program (residential assistance program) for low-income households and special needs groups.

 HOU-1.4 Require the preservation of affordable housing, when possible.

Goal *HOU-2 Promote the minimization of constraints on housing development.*

Policies HOU-2.1 Provide incentives to affordable housing developers in the form of financial contributions, density bonus, land contributions, development standard flexibility and fee waivers.

 HOU-2.2 Assist developers in the identification of suitable residential sites.

 HOU-2.3 Support the development and enforcement of federal and state anti-discrimination laws.

 HOU-2.4 Minimize permit and development review costs for affordable housing.

 HOU-2.5 Promote flexibility in development standards for innovative developments.

Goal *HOU-3 Preserve and enhance the quality of the existing housing stock.*

- Policies**
- HOU-3.1 Encourage the maintenance and repair of existing housing.
 - HOU-3.2 Support neighborhood associations in the pursuit of City Wide Pride.
 - HOU-3.3 Encourage the conservation of natural resources and the reduction of energy conservation through the promotion of alternative energy sources.
 - HOU-3.4 Investigate the need for a lead-based paint and asbestos hazards reduction program and establish program, if needed.

Goal *HOU-4 Provide opportunities for home ownership.*

- Policies**
- HOU-4.1 Improve housing assistance for low and moderate-income households to obtain homeownership.
 - HOU-4.2 Utilize public and private funds to assist first-time homebuyers.
 - HOU-4.3 Foster relationships with public and private agencies to increase first-time homebuyer opportunities.

6.0 HOUSING ACTION PLAN

DENSITY BONUS PROGRAM

Action: Continue the City's Density Bonus Program that grants a density bonus of 25 percent, along with other regulatory concessions, to ensure lower development costs for developers that allocate at least 20 percent of the units in a housing project to lower income households, or 10 percent for very low income households, or at least 50 percent for "qualifying residents" (e.g. senior citizens). The Program ensures affordability of all lower income density bonus units for a minimum 30-year period.

Objective: Encourage the continued development of affordable housing.

Source of Funds: Redevelopment Agency 20 percent set-aside funds

Responsible Agency: Department of Community Development/
Redevelopment Agency

Schedule: On-going



SINGLE-FAMILY HOUSING ADDITION PROGRAM

Action: Create a program that will use Redevelopment Agency 20 percent set-aside funds to offer grants and low interest loans to single-family homeowners that would allow for the construction of housing additions. Very Low and Low Income households would be eligible for grants and Moderate Income households would be eligible for low interest loans.

Objective: Reduction in overcrowded conditions in single-family homes occupied by Very Low, Low and Moderate Income households.

Source of Funds: Redevelopment Agency 20 percent set-aside funds

Responsible Agency: Department of Community Development/
Redevelopment Agency

Schedule: 2004



LARGE FAMILY HOUSING STUDY

Action: Investigate the various housing needs of large families in the community.

Objective: Determine if the City is providing enough housing for large families in the City in the Very Low, Low and Moderate Income Categories. If there is an unmet need, explore ways of meeting need through new construction, mixed-use housing and governmental programs.

Source of Funds: Redevelopment Agency 20 percent set-aside funds

Responsible Agency: Department of Community Development/
Redevelopment Agency

Time Frame: 2004



SHARED HOUSING PROGRAM

Action: Establish membership with the Area Agency on Ageing-Shared Housing Program or other such organizations that assist seniors in finding roommates. The establishment of this program would allow seniors to reduce their individual housing costs.

Objective: Allow seniors the option of shared housing to reduce individual housing costs to an affordable level.

Source of Funding: Redevelopment Agency 20 percent set-aside funds or General Fund monies for program establishment. Once program is implemented there is no cost to the City.

Responsible Agency: Department of Community Development/
Redevelopment Agency

Schedule: 2003

OFFICER/FIREMAN/TEACHER/CITY EMPLOYEE NEXT DOOR HOMEOWNERS ASSISTANCE PROGRAM

Action: Investigate potential sites and legalities of a program that would offer single-family homes at a discount to sheriffs or firemen assigned to the City of Cerritos, peace officers or firemen assigned to adjacent jurisdictions, ABC Unified School District teachers, and City of Cerritos employees. Eligible participants must have a Moderate Income (between 80 and 120 percent of the median income). Terms of the proposed program may require: 1) participants to live in the subject property as their sole residence for at least fifteen years after purchase; and 2) include a discount off the list price of the subject property in the form of a second mortgage that is the equivalent of the discounted price that will be waived after the mandatory occupancy period is satisfied. If the buyer leaves the home during the mandatory occupancy period, he/she will be required to repay the Agency a portion of the second mortgage depending on length of occupancy.

Objective: Place 10 officers, firemen, teachers, or City employees into single-family homes through program.

Source of Funding: Redevelopment Agency 20 percent set-aside funds

Responsible Agency: Community Development Department/
Redevelopment Agency

Schedule: 2005

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EQUAL HOUSING PROGRAM

Action: Obtain services from the Fair Housing Council of Los Angeles County to administer the Equal Housing Program and act as an independent third-party to discrimination complaints. The City will make available literature on the Program at the Cerritos City Hall, Chamber of Commerce, Library, website and other areas that the community gathers information.

Objective: Allow persons in the City a more approachable channel for discrimination issues.

Source of Funding: Redevelopment Agency 20 percent set-aside funds

Responsible Agency: Department of Community Development/ Redevelopment Agency/Fair Housing Council of Los Angeles County

Schedule: 2002

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HOMELESS SHELTER PROGRAM

Action: Continued annual contribution to local homeless shelters in the region. Specifically, the continued \$50,000 contribution to the Rio Hondo shelter for the homeless and the \$20,000 contribution to the Su Casa Crisis and Support Center/Transitional Housing for battered women.

Annual review of contributions to determine if an adjustment to funding is necessary.

Objective: Continued support of homeless special needs

Source of Funding: Redevelopment Agency 20 percent set-aside funds.

Responsible Agency: Department of Community Development/ Redevelopment Agency

Schedule: On-going

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SENIOR AND DISABLED CITIZEN LABOR ASSISTANCE PROGRAM

Action: Organize additional county and local community groups and organizations to provide labor for minor housing repair and maintenance for the senior and disabled community.

Objective: Establish the program by coordinating the provision of volunteer labor to interested seniors and disabled persons.

Source of Funding: Redevelopment Agency 20 percent set-aside funds.

Responsible Agency: Department of Community Development/
Redevelopment Agency

Schedule: 2003

SIMPLIFIED RESIDENTIAL DEVELOPMENT REVIEW PROCESS

Action: The City will produce a formal review of the development process in order to further encourage the development of affordable housing through fast tracking, streamlining or consolidation.

Objective: Lessen governmental constraint for the development of housing.

Source of Funding: General Fund

Responsible Agency: Department of Community Development

Schedule: 2004

Review of Residential Development Fees

Action: Review residential development fees to encourage the continued development of housing and to insure the development fees remain one of the lowest in the region.

Objective: Lessen government constraint for the development of housing.

Source of Funding: General Fund

Responsible Agency: Department of Community Development

Schedule: 2004

LAND USE ELEMENT REVIEW PROGRAM

Action: As part of the General Plan Update, the Land Use Element will be reviewed by 2002 to determine if any non-residential zoned land can be converted to residential uses and to evaluate possibilities of higher residential land densities in an effort to investigate ways of maximizing land use and identify possible new or under-utilized sites appropriate for multifamily development.

Objective: Maximize housing development on existing land.

Source of Funding: General Fund

Responsible Agency: Department of Community Development

Schedule: 2003

MULTI-FAMILY HOUSING PROGRAM

Action: After the Land Use Element is updated and a site database of vacant or under-utilized land has been created, the Redevelopment Agency will identify appropriate sites for multifamily development. The City will then discuss with the owners of the identified sites, the possibility of the City acquiring the sites for future multifamily development. The zoning requirement of multifamily development being on no less than 3 acres of land will not apply to this Program. Specifically, since multifamily developments such as the Emerald Villas and Pioneer Villas Affordable Senior Housing Projects require the creation of unique development guidelines, standard Multifamily Residential (RM) zoning requirements are not applicable resulting in the creation of an Area Development Plan (ADP). In addition to the 126-unit Emerald Villas, 98-unit Pioneer Villas, and 147-unit Avalon at Cerritos projects, the City is proposing to develop a for-sale senior housing project at the southeast corner of Carmenita Road and 183rd Street.

Objective: Construct affordable rental housing in Cerritos.

Source of Funding: Redevelopment Agency 20 percent set-aside funds

Responsible Agency: Department of Community Development/
Redevelopment Agency

Schedule: 2004

HOUSING ELEMENT REVIEW PROGRAM

Action: The Housing Element will be reviewed annually to evaluate the effectiveness, appropriateness and progress of the Cerritos housing goals, programs and actions.

Objective: Implement an effective and efficient housing program that accommodates the housing needs of the population.

Source of Funding: General Fund

Responsible Agency: Department of Community Development

Schedule: On-going

REDEVELOPMENT SET-ASIDE FUND TRANSFERS

Action: Research feasibility and need of redevelopment set-aside fund transfers. Explore the possible benefits of AB 2041, which recognizes the difficulty cities may have building low and moderate income housing due to the availability and cost of land. The Assembly Bill would allow cities to establish a joint powers authority that would pool their low and moderate income housing funds to allow for affordable housing to be built in their surrounding area. Determine the likelihood the surrounding cities in the immediate area would participate.

Objective: Establish feasibility and need of redevelopment set-aside fund transfers.

Source of Funds: Redevelopment Agency 20 percent set-aside funds

Responsible Agency: Department of Community Development

Schedule: 2003

REGIONAL COOPERATION

Action: Work in conjunction with other municipalities and regional agencies in an effort to promote regional cooperation regarding housing needs.

Objective: Maximize regional cooperation in the region.

Source of Funds: General Fund

Responsible Agency: Department of Community Development

Schedule: 2002

OWNER-OCCUPIED HOUSING REHABILITATION

Action: Investigate need for a low interest rehabilitation loan or grant program that would be utilized to allow citizens of Cerritos to make improvements to their homes or correct code violations on first-need criteria. If the need is present, implement program with priority for senior and disabled persons that are within the Very Low, Low and Moderate Income Groups and homeowners that have been identified as violating City housing codes that are within the Very Low, Low and Moderate Income Groups.

Objective: Determine if program is needed in the community

Source of Funds: Redevelopment Agency 20 percent set-aside funds

Responsible Agency: Department of Community Development/
Redevelopment Agency

Schedule: Need evaluation – 2003, Program implementation – 2005

CITYWIDE PRIDE PROGRAM

Action: Continue to support and expand the City Wide Pride beautification program and other neighborhood associations in an effort to maintain the City's existing housing stock by encouraging residents and property owners, through proactive enforcement and positive reinforcement, to maintain their property.

Objective: Maintenance of existing housing stock

Source of Funding: General Fund

Responsible Agency: Department of Community Development

Schedule: On-going

REHABILITATION REBATE PROGRAM

Action: Continue Rebate Program, while increasing the maximum grant amount from \$300 to \$2,500 in an effort to maintain the existing housing stock in the City. Priority status will be given to homeowners that have been identified as violating the Cerritos Municipal Code and that are within the Very Low, Low and Moderate Income Groups.

Objective: Annually provide \$37,500 in grant monies/15 grants to the community.

Source of Funding: Redevelopment Agency 20 percent set-aside funds

Responsible Agency: Department of Community Development/
Redevelopment Agency

Schedule: 2003

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CERRITOS CODE ENFORCEMENT PROGRAM

Action: Continue proactive enforcement of existing Municipal Code provisions relating to the appropriate use and development of properties throughout the City.

Objective: Improve quality and prevent deterioration of existing neighborhoods.

Source of Funding: General Fund

Responsible Agency: Department of Community Safety and Services

Schedule: On-going

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SUBSTANDARD PROPERTY ABATEMENT PROGRAM

Action: Continuation of Program that allows for the removal of sub-standard properties and properties in continual violation of the Municipal Code which threaten the health, safety and welfare of the community.

Objective: The removal of unsafe properties that cannot be economically rehabilitated.

Source of Funding: General Funds

Responsible Agency: Department of Community Development/Building Department

Schedule: On-going



AT-RISK PRESERVATION

Action: Preserve government assisted units at-risk of conversion to market rate uses.

Objective: Have program in place for eventual preservation of affordable units.

Source of Funding: Redevelopment Agency 20 percent set-aside funds

Responsible Agency: Department of Community Development

Schedule: 2005



ENERGY CONSERVATION PROGRAM

Action: Implement a program that educates the public regarding energy conservation and promotes the use of alternative energy sources through financial reimbursement programs.

Objective: Encourage the use of alternative energy sources.

Source of Funding: General Fund

Responsible Agency: Department of Community Development

Schedule: 2005



LEAD-BASED PAINT AND ASBESTOS REDUCTION PROGRAM

Action: Evaluate the need for a lead-based paint and asbestos reduction program. If a need exists, implement a program that offers financial reimbursements to affected housing unit owners.

Objective: Eliminate lead-based paint and asbestos from the housing stock.

Source of Funding: General Fund

Responsible Agency: Department of Community Development/Building Department

Schedule: Need evaluation – 2002, Program implementation – 2005

FIRST-TIME HOME BUYERS ASSISTANCE PROGRAM

Action: Determine if there is a need for a First-Time Home Buyers Assistance Program. If need exists, investigate possible consulting firms with whom to contract out that can coordinate and administer such a program. The program, if necessary, would target households that are in the Low and Moderate Income Groups.

Objective: To increase ownership opportunities for prospective first-time homebuyers through financial assistance.

Source of Funding: Redevelopment Agency 20 percent set-aside funds.

Responsible Agency: Department of Community Development/ Redevelopment Agency

Schedule: Need evaluation – 2002, Program implantation – 2004

DOWNTOWN REBOUND PLANNING GRANT

Action: Apply for a Downtown Rebound Planning Grant.

Objective: To conduct a feasibility analysis and create an action plan regarding increasing housing through removing barriers and promoting infill housing, mixed-use developments and transit corridor development in Cerritos "downtown" area, with an emphasis on creating the maximum amount of affordable housing under the Downtown Rebound Planning Grant guidelines.

Source of Funding: State of California Department of Housing and Community Development

Responsible Agency: Department of Community Development/ Redevelopment Agency

Schedule: Spring 2003

AB 1290 - Redevelopment Agency Implementation Plan

Action: The Redevelopment Agency Implementation Plan (AB 1290) will be reviewed on an annual basis to evaluate the effectiveness, appropriateness and progress of the Cerritos Redevelopment Agency.

Objective: To evaluate the effectiveness of the Implementation Plan.

Source of Funding: Redevelopment Agency

Responsible Agency: Department of Community Development/
Redevelopment Agency

Schedule: Ongoing

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CHAPTER 6

SAFETY ELEMENT

1.0 INTRODUCTION

The purpose of the Safety Element is “to reduce the potential risk of death, injuries, property damage and the economic and social dislocation resulting from hazards such as fires, floods, earthquakes, landslides and other hazards”.¹ It serves as a guide for the City government and public for understanding the hazards facing the City of Cerritos and how to reduce the impacts of these hazards.

2.0 AUTHORITY FOR THE ELEMENT

The State of California Government Code Section 65302(g) requires that a General Plan include:

“...a safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction and other seismic hazards identified pursuant to Chapter 7.8 (commencing with §2690) of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wild land and urban fires.”

Policies and information for this element are contained in the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621, et seq.), the Seismic Hazards Mapping Act (Public Resources Code Section 2690, et seq.), and the Unreinforced Masonry Law (Government Code Section 8875, et seq.).

¹ Source: State of California, Governor’s Office of Planning and Research, 1998 General Plan Guidelines, November 1998, page 76.

3.0 SUMMARY OF EXISTING CONDITIONS

3.1 CITY PLANS AND PROGRAMS

MULTI-HAZARD FUNCTIONAL PLAN

The Standardized Emergency Management System (SEMS), California Code of Regulations, Title 19, Division 2, Section 2443, requires compliance with the SEMS to.... "be documented in the areas of planning, training, exercise, and performance." To be in compliance, emergency plans should address five SEMS functions:

- Management;
- Operations;
- Logistics;
- Planning/Intelligence; and
- Finance/Administration.

The plan also addresses mutual aid, operational areas and multi/inter-agency coordination.

Cerritos has prepared a Multi-Hazard Functional Plan for emergency response within the City. The Plan meets the Standardized Emergency Management System requirements of State law. The City also complies with the Los Angeles County Emergency Management Plan.

Emergency response and threats are thoroughly described and outlined in the Multi-Hazard Functional Plan. Key points of the plan include the identification of critical areas in the City that represent both dangers, as well as areas for meeting and staging in an emergency event, communications and emergency evacuation. Parks and other large areas are identified as emergency shelter and meeting locations. An Emergency Operation Center (EOC), fully equipped with emergency communication equipment and cooking, showering and sleeping facilities is provided adjacent to City Hall for seismic and other disaster situations. A citywide Ham operating system has been implemented to maintain communications should other systems fail. Finally, emergency evacuation routes have been identified as shown in Exhibit SAF-1, Emergency Evacuation Routes.

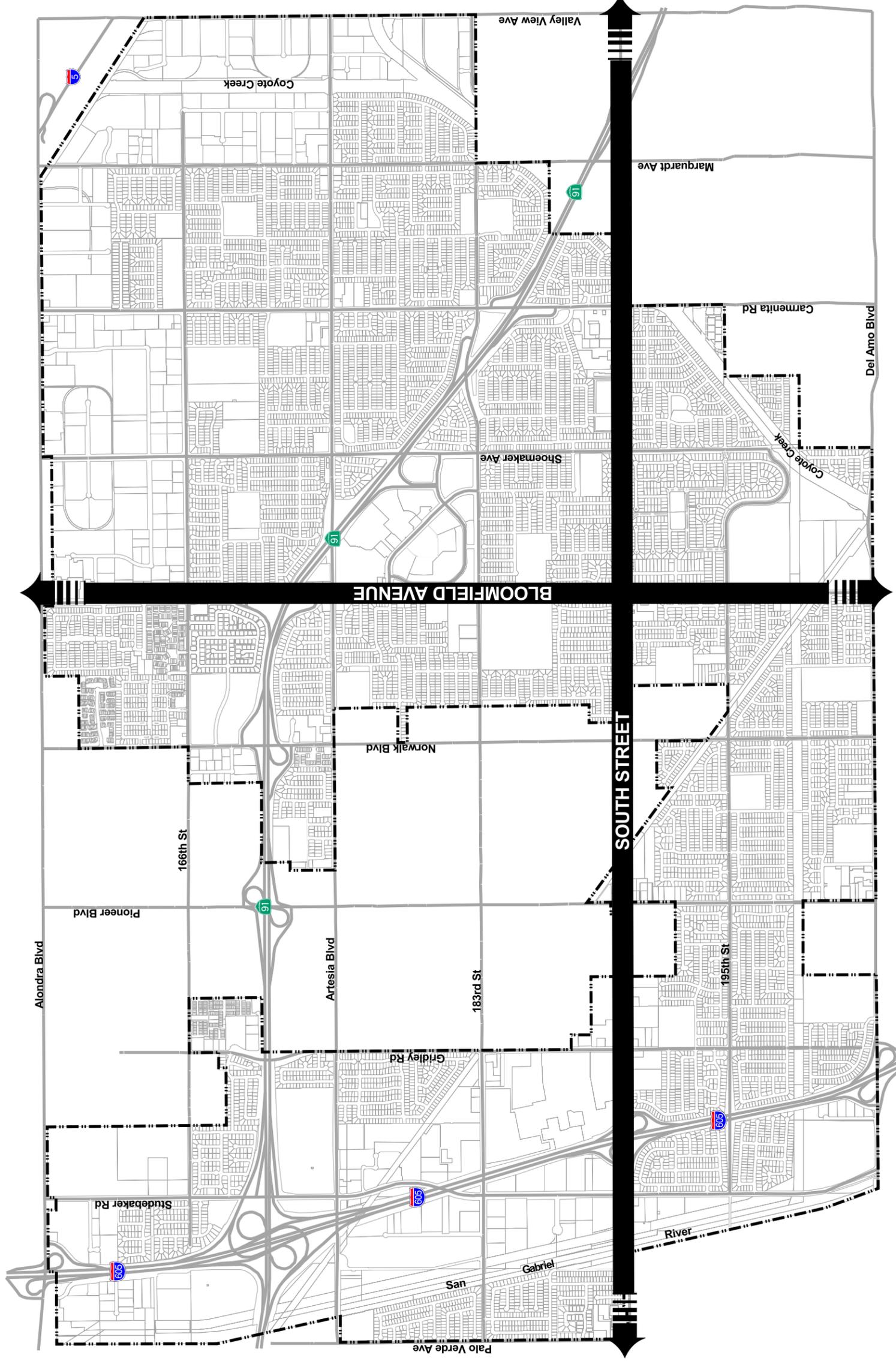
The City is fortunate in having two major freeways that would serve as potential evacuation routes during a disaster. Arterial streets with right-of-way widths of from 80 to 100 feet form a grid pattern throughout the City at one-half mile intervals. The right-of-way width of local streets ranges from 56 to 60 feet. Street widths and clearance around structures are reviewed by City Staff and the County of Los Angeles Fire Department at the time of application for development permits.

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CERRITOS
GENERAL PLAN



Source: GIS Data, City of Cerritos
Cerritos GIS



Emergency Evacuation Routes

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CITY OF CERRITOS CAPITAL IMPROVEMENT PROGRAM

The City of Cerritos conducts an annual review and update of its Capital Improvement Program (CIP). The Capital Improvement Program provides the primary planning and budget mechanism for improvement projects throughout the City. The CIP must provide consistency with City policies as set forth in the City's General Plan. Projects within the CIP typically include water, recycled water, sewer, storm drains and public right-of-way improvements.

CERRITOS MUNICIPAL CODE

The Cerritos Municipal Code contains all Ordinances adopted by the Cerritos City Council. Many of these chapters provide direct relevance to policies and programs in the Safety Element. Relevant Code sections include:

- Title 6: Health and Sanitation;
- Title 9: Public Peace, Safety and Morals;
- Title 13: Water and Sewers; and
- Title 15: Buildings and Construction.

3.2 EXISTING CONDITIONS

The Safety Element specifically addresses both natural and man-made hazards. Natural hazards include flooding, seismic activity, geology and soils and wind. Man-made hazards include fire, crime, hazardous materials and aircraft overflight. This section of the Safety Element addresses the existing conditions of these hazards and the programs currently in place to address them.

3.2.1 NATURAL HAZARDS

Geologic, hydrologic, seismic and soil conditions present in the City have been evaluated in order to identify potential seismic hazards, such as surface faulting (ground rupture), ground shaking, liquefaction, ground lurching, differential compaction, ground cracking and seismically induced landslides. These data were used to evaluate potential seismic hazards to existing public and private facilities, and future land development.

3.2.1.1 Geology

Cerritos lies in the northeastern portion of the coastal plain, where sedimentary and volcanic rocks in the subsurface attain great thicknesses. This portion of the plain is immediately underlain by a sequence of alluvial deposits about 1,000 feet in thickness, consisting predominantly of marine

and non-marine sand and silt. Newer alluvial deposits exist along the San Gabriel River. According to the Geologic Map of California, Long Beach Sheet, 1978, the City of Cerritos is underlain by alluvium², Qal, which stands for alluvium deposited in the Quaternary period.

Groundwater-producing zones (aquifers) lie at various depths below the ground surface. The highest historical depth for groundwater in Cerritos ranges from 20 to 100 feet. Perched water is present within several feet of the surface in many areas of the City, giving indication that hazards related to liquefaction effects (ground failure) constitute a primary seismic concern throughout the City limits. Refer to Exhibit SAF -2, *Geologic Conditions*.

3.2.1.2 Seismic Hazards

The following section describes seismic hazards present in the City of Cerritos including earthquake faults, surface rupture, ground shaking, liquefaction, hazardous buildings and seismic response.

Earthquake Faults

Active faults, structural zones and historically destructive earthquakes are characteristic of Southern California. The San Andreas Fault is 50 miles to the northeast of Cerritos. Northwest trending faults lie to the northeast and southwest of the City, but there are no identified Alquist-Priolo Earthquake Fault Zones within the City limits. The closest fault to Cerritos is the projected trace of the buried Norwalk Fault, which lies approximately one mile to the north. A map illustrating the location of faults in Southern California is shown in Exhibit SAF-3, *Regional Fault Map*.

An earthquake along the San Andreas fault zone could affect most of Southern California, and an earthquake on the Newport-Inglewood fault zone could affect the entire Los Angeles Basin. Earthquakes on other active faults are likely to have more localized effects. Geology, soils and groundwater conditions are similar throughout Cerritos, so that no firm geographical distinction can be made as to earthquake effects in different parts of the City. The level of seismicity in Cerritos, both as to maximum credible earthquake intensity and likely earthquake occurrences, is considered to be approximately the same as for the Los Angeles Basin.

² Alluvium: sediments deposited by running water of streams and rivers. It may occur on terraces well above present streams, on the present flood plains or deltas, or as a fan at the base of a slope. Source: Glossary of Soil Science Terms, Soil Science Society of America, www.soils.org/sssagloss.

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CERRITOS GENERAL PLAN

LEGEND

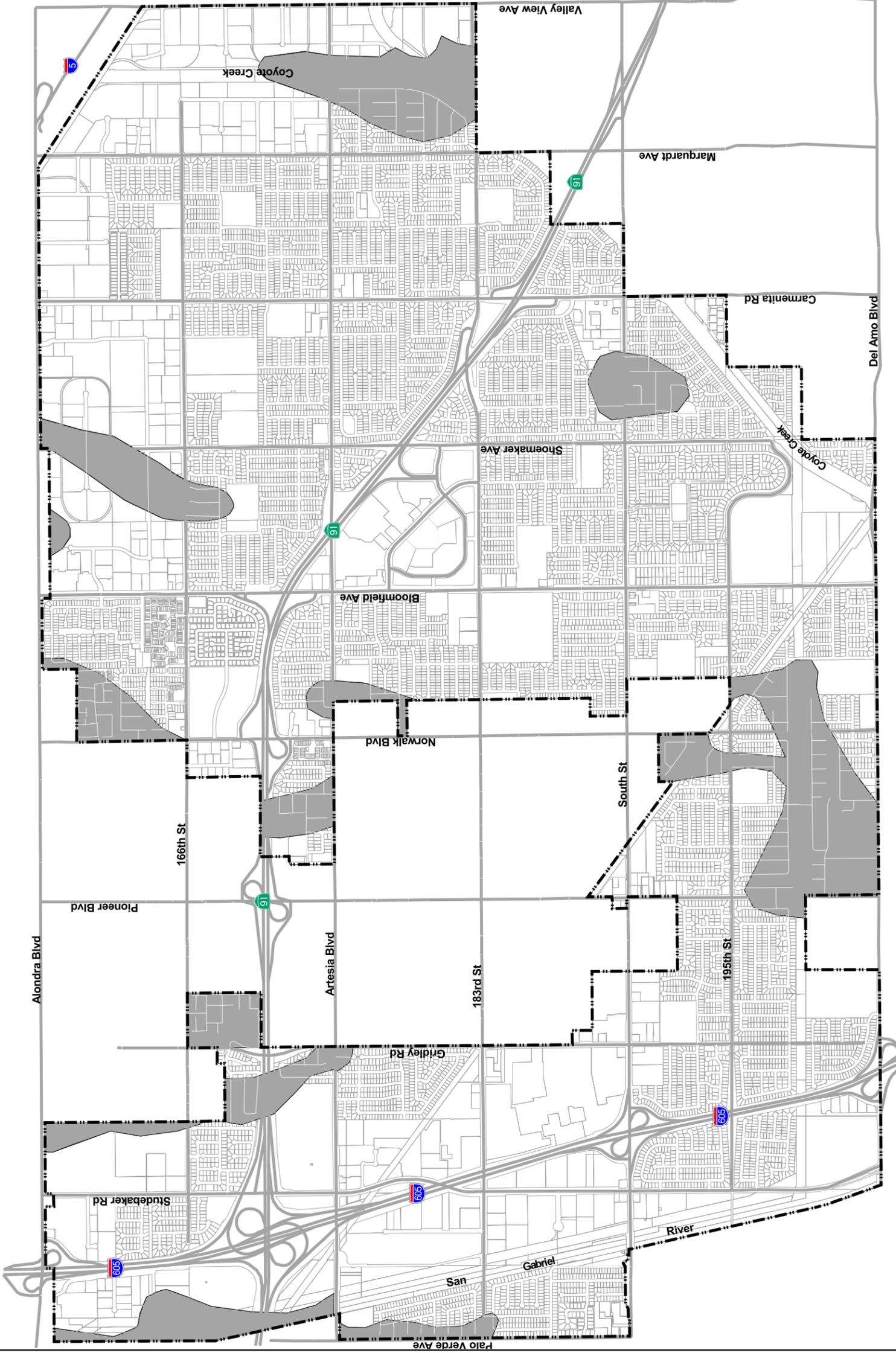
- Younger Alluvium (Qyf/a)
- Younger Alluvium - Silt (Qyf/s)
- City Limits



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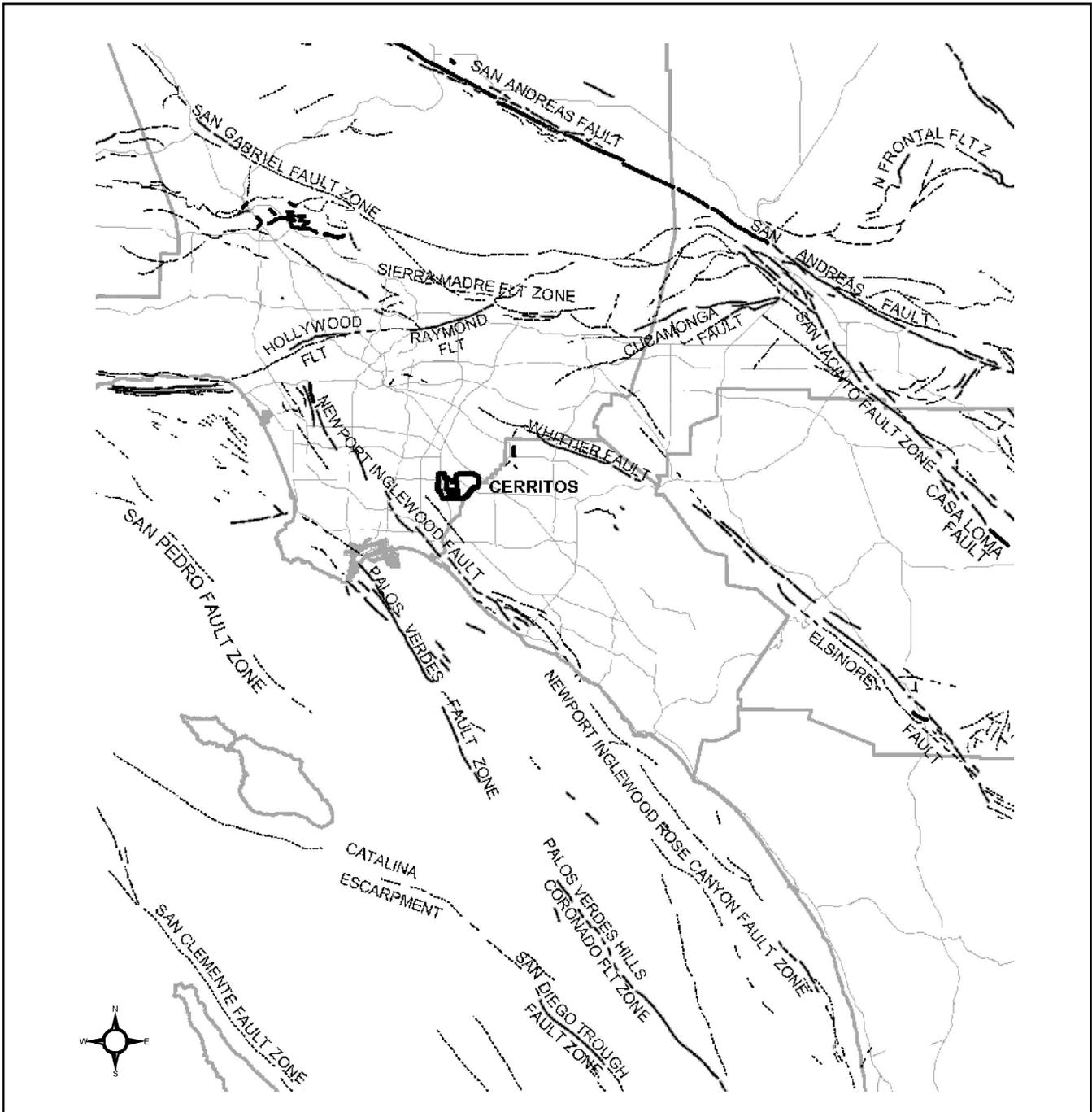


Source: City of Cerritos SEIMS Multihazard
Functional Plan, December 1998



Geological Conditions

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- Cerritos City Boundary
- Roads
- County Boundary

- Quaternary fault (age undifferentiated). Most faults of this category show displacement sometime during the past 1.6 million years.
- Late Quaternary fault displacement (during the last 700,000 years).
- Holocene fault displacement (during past 10,000 years).
- Faults along which historic (last 200 years) displacement has occurred and is associated with one or more of the following:
 - a) a recorded earthquake with surface rupture.
 - b) fault creep slippage - slow ground displacement usually without accompanying earthquakes.
 - c) displaced survey lines.

Source: Department of Conservation; Division of Mines and Geology; Fault Activity Map of California and Adjacent Areas with Locations and Ages of Recent Volcanic Eruptions; 1994

Compilation and Interpretation by Charles W. Jennings; with assistance from: George J. Saucedo.

Most of the data shown on this map were compiled from 1989 to 1992.

A Preliminary version was released in 1992. Additional data were added and revisions made in 1993 and 1994; this map supersedes the 1992 version. This compilation was completed before the preliminary Earthquake Fault Zones Maps of 1994 were completed so there may be minor differences.

Caution: This fault map and accompanying report are for use as a guide only and should not be used to replace site specific evaluation.

Regional Fault Map

Exhibit SAF-3

Newport-Inglewood Structural Zone. The Newport-Inglewood Structural Zone consists of northwesterly trending folded hills and echelon faults extending over 40 miles from the Santa Monica Mountains to Newport Beach where it projects offshore for an unknown distance. This zone is seismically active with numerous recorded earthquakes. The largest and most completely documented was the Long Beach earthquake of 1933 (6.3M), which resulted in strong shaking throughout the Cerritos area and Southern California. Fault segments of this structural zone include:

- Charnock Fault;
- Overland Avenue Fault;
- Inglewood Fault;
- Portrero Fault;
- Avalon-Compton Fault;
- Cherry Hill Fault; and
- Seal Beach Fault.

Whittier-Elsinore Fault. The Whittier fault extends over 20 miles from the Whittier Narrows near Whittier, southeasterly to the Santa Ana River where it merges with the southeasterly tending Elsinore fault. Collectively, these two faults combined with smaller faults are known as the Whittier-Elsinore fault zone. No major or moderate size earthquakes have occurred along the Whittier fault in historic time; however, microseismic data show clustering of events along its trace demonstrates that it is seismically active. On October 1, 1987, an earthquake seriously impacted the Whittier area, but did not occur on the Whittier fault. This 5.9 magnitude earthquake occurred along a previously unidentified fault located in Los Angeles. The fault has since been named the Elysian Hills fault.

Norwalk Fault. The Norwalk fault is approximately 16 miles long and is located generally to the north of Cerritos. Seismic activity has occurred along this fault and may have been the cause of a recent 4.7 magnitude earthquake.

Elysian Park Fault. The Elysian Park Fault, situated in the Montebello and Monterey Park areas, is located approximately 15 miles north of the City. This fault was the origin of the 5.9 magnitude Whittier Narrows earthquake.

Liquefaction Hazards

The entire City is in a liquefaction hazard zone according to the *Seismic Hazard Evaluations of the Los Alamos 7.5 Minute Quadrangle* (March 1999) prepared by the California Department of Conservation, Division of Mines and Geology (refer to Exhibit SAF-4, Potential Liquefaction Areas). These reports and maps are prepared by the State and updated regularly as new information comes available. The City receives these maps as they are updated, which are available for review at Cerritos City Hall.

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CERRITOS
GENERAL PLAN

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Potential Liquefaction Areas

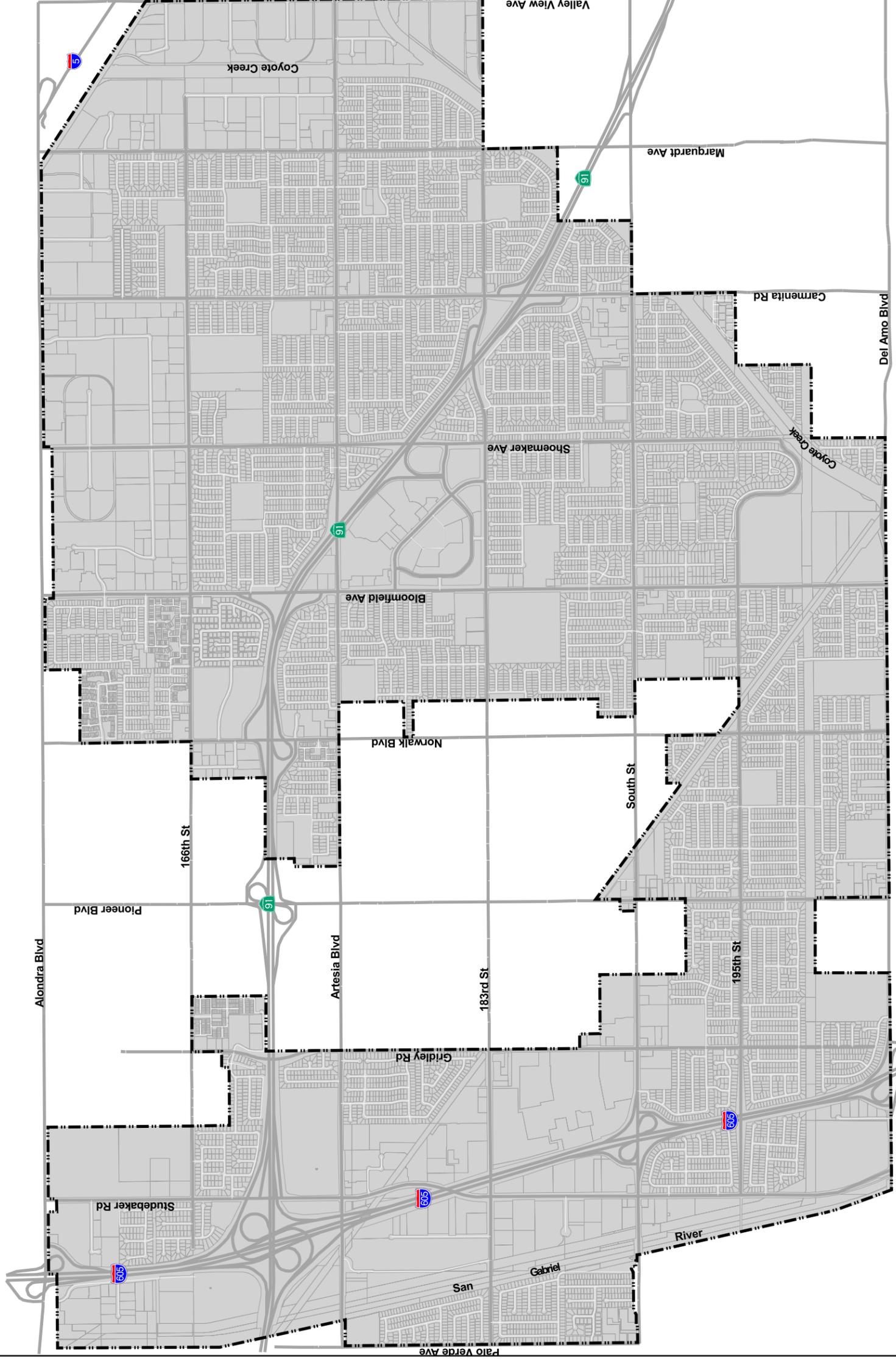
City Limits



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Source: Seismic Hazard Evaluation of the Los Alamitos 7.5 Minute Quadrangle, March 1999, Department of Conservation, Division of Mines and Geology.



Potential Liquefaction Areas

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Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other events. Liquefaction occurs in saturated soils, which are soils in which the space between individual soil particles is completely filled with water. This water exerts a pressure on the soil particles that influences how tightly the particles themselves are pressed together. Prior to an earthquake, the water pressure is relatively low. However, earthquake shaking can cause the water pressure to increase to the point where the soil particles can readily move with respect to each other. Because liquefaction only occurs in saturated soil, its effects are most commonly observed in low-lying areas. These features indicate that hazards related to liquefaction effects (ground failure) constitute a primary seismic concern throughout the City.

Landslide Hazards

According to the Department of Conservation, Division of Mines and Geology's report, *Seismic Hazard Evaluations of the Los Alamitos 7.5 Minute Quadrangle (March 1999)*, the City of Cerritos does not have the potential for landslides.

Structure Failure

Cerritos is fortunate that most of its buildings have been built under recent building codes and design criteria. In fact, a substantial amount of construction has occurred in Cerritos under design standards that take into account some of the lessons of the 1971 San Fernando earthquake.

Seismic Response

Because most of the structures and infrastructure in Cerritos have recently been built under modern building codes, it is possible to survive the maximum expected earthquake with relatively moderate losses. Possible geologic effects of a likely major earthquake on Cerritos include:

- Rupture of the ground surface associated directly with movement on geologic faults (not likely to occur within the City).
- Ground failure due to liquefaction (a momentary quick condition, similar to quicksand) could occur in Cerritos wherever the right combination of perched water and low density, sandy material exists. Liquefaction conditions may occur at any location within the City.
- Ground shaking with moderate to high lateral accelerations would be the primary seismic effect in the City.

- ❑ In general, complete collapse of buildings is not likely to occur and building damage is likely to be only moderate. However, partial to total collapse could occur among the very few pre-1933 buildings still existing, and partial collapse of some tilt-up and concrete block buildings built prior to March 1972 must be counted as a possibility, based on the evidence of the San Fernando earthquake. The majority of construction has been under modern building codes. Where current state-of-the-art seismic evaluations can enter into all future development, and where disaster preparedness is being maintained, it is possible to survive the maximum expected earthquake with relatively moderate losses.

Possible impacts to the City from a major seismic event include:

- Injuries and loss of life;
- Economic losses;
- Property damage;
- Economic disruption – loss of jobs, loss of productive time, interference with trade, transportation, communication and other utilities;
- Social disruption;
- Housing dislocation;
- Interference with community activities and services;
- Emergency welfare requirements – shelter, food, communications, financial assistance; or
- Psychological trauma – especially among young children.

However, the full extent of these impacts will be influenced by many factors.

3.2.1.3 Flooding

According to Federal Guidelines from the Federal Emergency Management Agency (FEMA), the built areas of the City are in Flood Zone C, meaning that the area has a moderate or minimal hazard of flooding. FEMA maps showing areas that require flood insurance are maintained at City Hall.

Two flood channels run through the City: the San Gabriel River Channel and Coyote Creek Wash. Both channels are concrete-lined channels designated as floodways to serve the region. Access to these channels is limited at all times for public safety.

3.2.1.4 Dam Inundation

Dam inundation is flooding that occurs due to structural failure of a dam. Failure of a dam may be caused by seismic activity, severe flooding that

causes water to exceed the capacity of the dam or landslides that flow into a reservoir displacing the water.

The City of Cerritos faces a potential hazard from dam inundation resulting from the failure of either of two dams: Whittier Narrows Dam and Prado Dam. It is considered unlikely that either dam would fail during a catastrophic event.³ The SEMS Multi-Hazard Functional Plan prepared by the City of Cerritos outlines the City's response for dam failure.

Whittier Narrows Dam. The Whittier Narrows Dam is owned and operated by the Los Angeles District, Corps of Engineers. It is located in Los Angeles County on the San Gabriel and Rio Hondo Rivers approximately three miles south of the City of El Monte, three miles northwest of the City of Whittier, and approximately 7.5 miles downstream of the Santa Fe flood control channel. The City of Cerritos is approximately 11 miles downstream of the Dam. It is normally empty, except during or immediately after periods of significant runoff.

Should a breach occur, the water would flow southerly toward the City of Long Beach. All of Cerritos, excluding the area north of the SR-91 freeway and east of Bloomfield Avenue, is within the dam's floodplain/inundation path. The affected area is comprised of commercial, industrial, educational and residential uses. Exhibit SAF-5, *Dam Inundation Areas*, shows the area that would be affected by a dam failure. If a breach occurred, the flood wave would reach the City in approximately 15 hours and would be about four feet deep.

Prado Dam. The Prado Dam is owned and operated by the Los Angeles District, Corps of Engineers. It is located south of the City of Corona on the Santa Ana River adjacent to State Route 91 (Riverside Freeway) in Riverside County. The City of Cerritos is about 27 miles downstream of the Dam. It is normally empty, except during or immediately after periods of significant runoff.

Should a breach occur, the water would flow south along the Santa Ana River inundating most of Orange County. A small portion of Los Angeles County would be affected. In Cerritos, the water would first affect the northeastern area and then travel southwesterly through the City. Commercial, industrial, educational and residential uses would be affected by the inundation. Exhibit SAF-5, *Dam Inundation Areas*, shows the areas that would be affected by a dam failure. If a breach occurred, the flood wave would reach the City in approximately 8½ hours and would be about seven feet deep.

³ City of Cerritos, *SEMS Multi-Hazard Functional Plan*, page 60, 1998.

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Prado Dam Inundation Area



Whittier Narrows Dam
Inundation Area



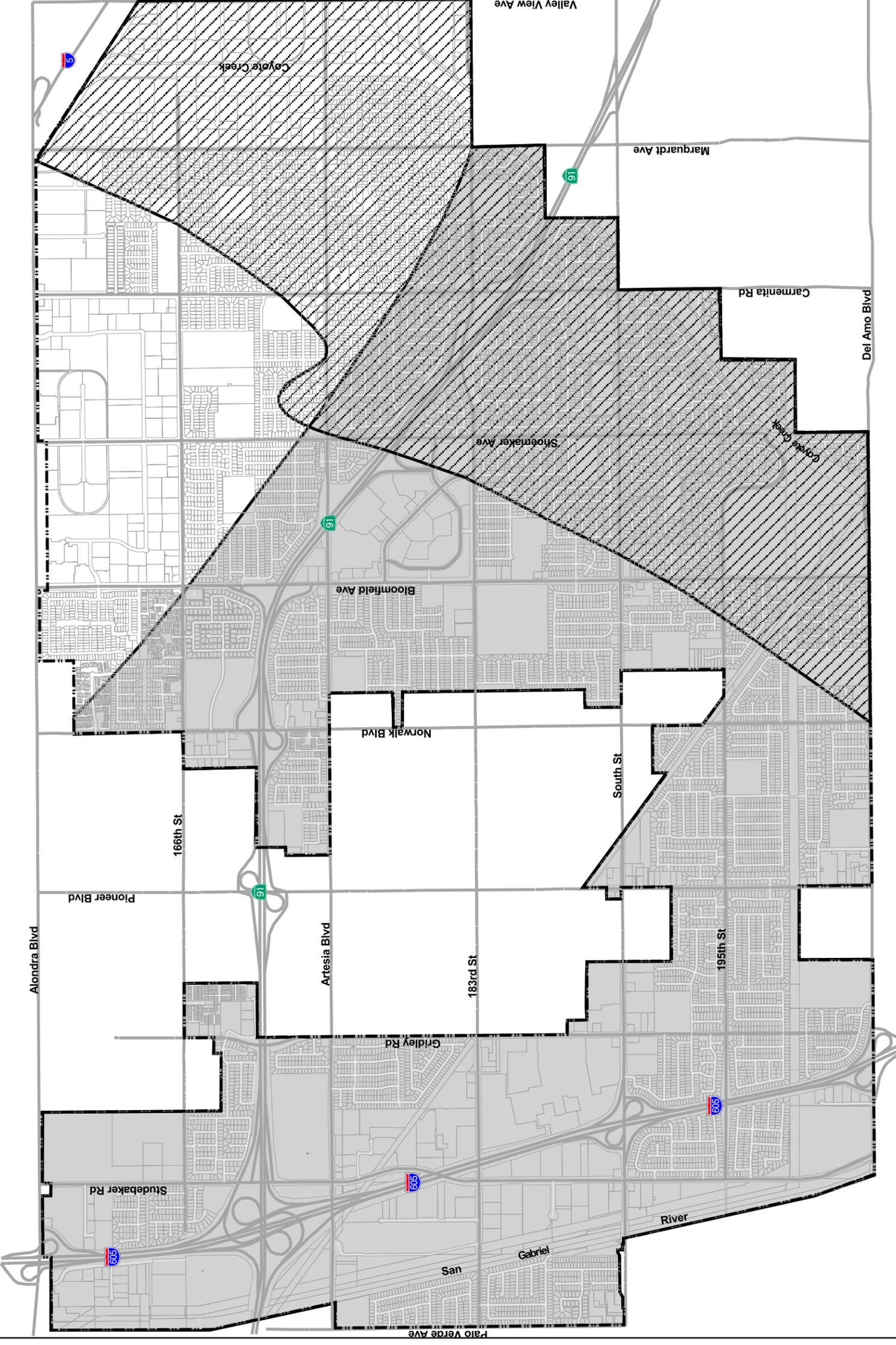
City Limits



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Source: City of Cerritos SEIMS Multihazard
Functional Plan December, 1998



Dam Inundation Areas

JN: 10100483
May 24, 2004

1025 ALONDRA BLVD
CERRITOS, CA 94505
949.472.3000 • FAX 949.472.2073 • WWW.RBF.COM



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3.2.2 MAN-MADE HAZARDS

3.2.2.1 Hazardous and Toxic Materials

Hazardous materials are any substance or combination of substances which, because of quantity, concentration, or characteristics, may cause or significantly contribute to an increase in death or serious injury, or pose substantial hazards to humans and/or the environment. Local governments have little control over the production and use of these materials because they are part of our society. Even household wastes can be hazardous materials.

Emergency response plans are in place with the City per the SEMS Multi-Hazard Functional Plan in the case that a hazardous or toxic materials event occurs. In addition, the County of Los Angeles Fire Department provides emergency response to hazardous materials. The County provides two engines, one hazardous materials task force, one squad and a battalion chief that directly respond to hazardous materials incidents.

Transport of Hazardous Materials

In Cerritos, a hazardous chemical release would most likely occur as a result of either transportation of chemicals by railroad or truck, use of chemicals at a business or illegal dumping of chemical waste. Interstates 5 and 605 (I-5 and I-605) and the SR-91 freeway are heavily traveled by trucks and thus, represent the most likely location of a release.

Fixed Facility. The second most likely threat from hazardous materials comes from the potential of an accidental spill and/or incident at one of the estimated 119 known facilities that manufacture, warehouse and process toxic chemicals and/or generate hazardous waste materials within or next to the City. This potential also exists at former facilities, such as abandoned service stations or industrial businesses. The threat is significantly lessened though, because of required plan contingency and evacuation plans.

Clandestine Dumping. Clandestine dumping of hazardous materials is a criminal act and could pose a threat. The City anticipates that there will be an increase in dumping as costs to legally dump materials at designation hazardous waste disposal sites increases, but cannot anticipate if or when such an act would occur.

Pipelines. Nine underground pipelines cross through the City of Cerritos. Exhibit SAF-6, *Potentially Hazardous Pipelines*, illustrates the locations of each of these facilities. Pipelines represent a hazard due to the contents of the pipelines and the potential for them to rupture causing chemical leaks, explosions or fires.

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CERRITOS
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Pipelines

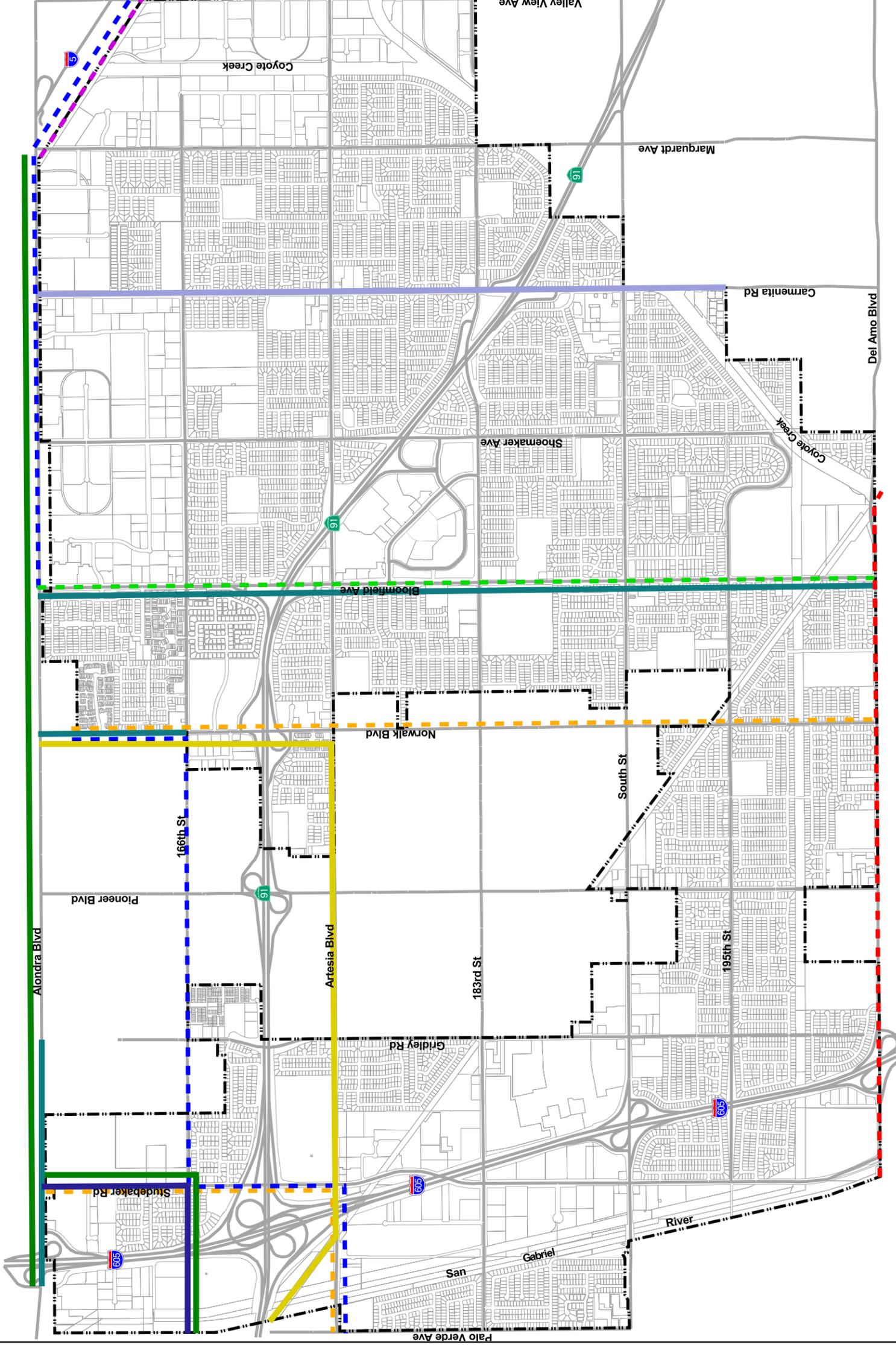
- ARCO
- Chevron
- Defense
- Powerline
- San Diego
- Kinder Morgan
- Shell Oil
- So. Ca. Edison
- MTA
- Unocal
- Westcom

Note: In instances where two or more pipelines overlap the same alignment, the alignments were adjusted for readability purposes.



1000 0 1000 2000 Feet

Source: GIS Data, City of Cerritos



Potentially Hazardous Pipelines

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Household Hazardous Waste. Household hazardous waste poses a risk to the City. Cerritos participates in the Los Angeles County sponsored monthly Household Hazardous Waste Roundups for County residents.

3.3 CRIME, FIRE AND MEDICAL EMERGENCIES

Crime and fire hazards can result in injury and even death and in property damage. Medical emergencies require quick and effective response. The fire and police departments are prepared to service most emergencies. Cerritos also supports many programs to provide for citizen education and organization that can do the most to prevent panic, preserve order and alleviate hardships in case of a major disaster.

3.3.1 FIRE PROTECTION

The City of Cerritos addresses fire protection through contracted services by the Los Angeles County Fire Protection District, land use regulations and building and fire codes. Regulations, standards and codes consider the degree of fire risk associated with various occupancies and land uses.

Fire Protection Services

The Los Angeles County Fire Protection District contracts with the City of Cerritos to provide fire and emergency response to the City. Four fire stations provide services to the City of Cerritos (refer to Table SAF-1, Fire Stations Serving Cerritos and Exhibit SAF-7, Fire Stations In Cerritos).

In addition to fire-fighting, the Fire Protection District is responsible for inspection of structures and properties with regard to prevention of fires and for the enforcement of applicable fire-related ordinances of the City of Cerritos and the State of California. The Fire Protection District also investigates, gathers and preserves evidence, educates the public on fire prevention, cardio-pulmonary resuscitation and first aid. The Fire Protection District also provides temporary emergency paramedical care for life-threatening or traumatic injuries.

Fire District Response Times. The Los Angeles County Fire Protection District has a standard average response time of four minutes. Although no officially adopted standards for response are in effect, the Fire Protection District has identified no deficiencies in their ability to respond within the four minute response window.

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CERRITOS GENERAL PLAN

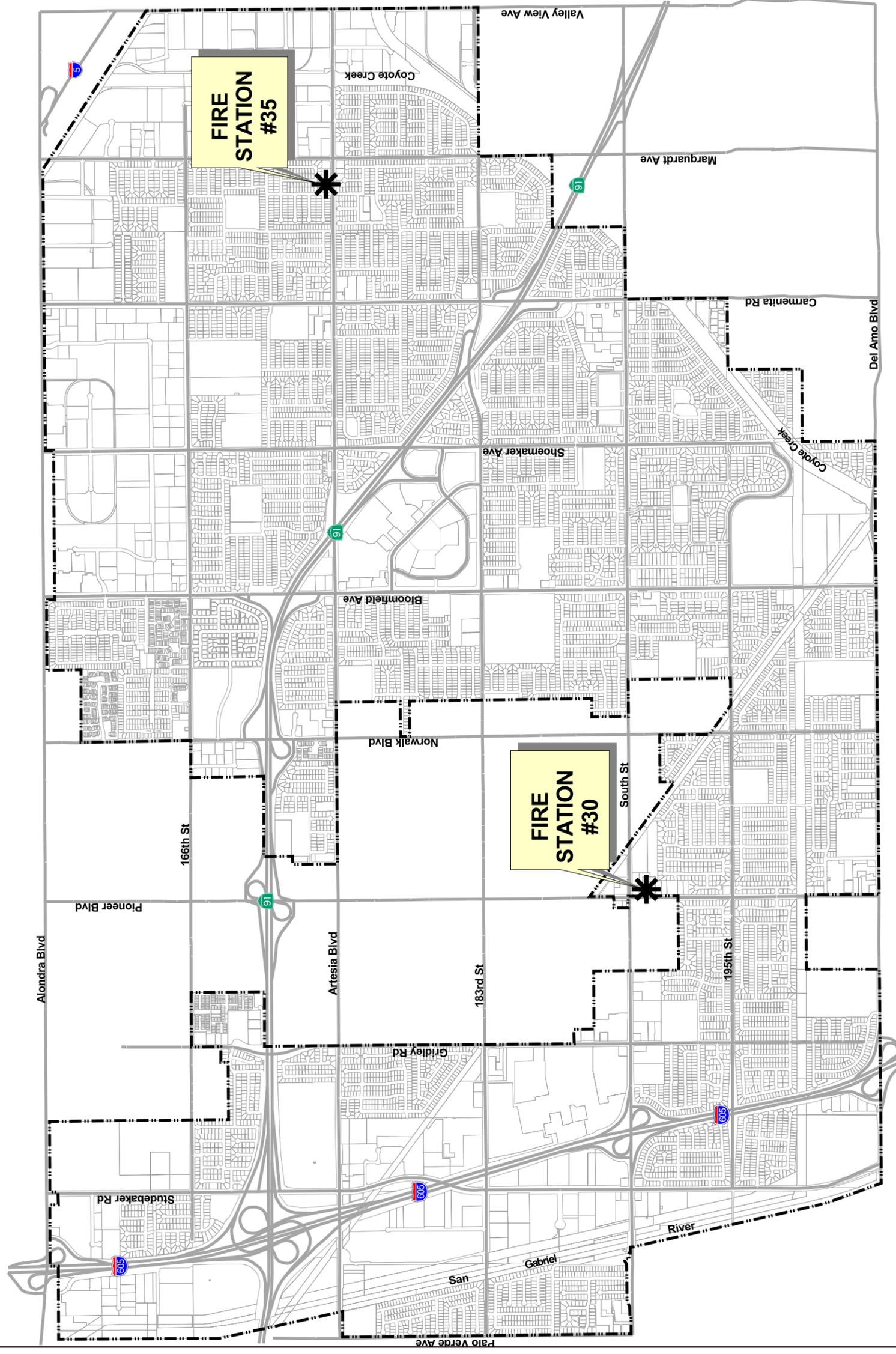
LEGEND

-  Fire Stations
-  City limit

Note: Fire Station #34 located at 21207 Norwalk Boulevard in the City of Hawaiian Gardens and Fire Station #115 located at 11317 Artesia Boulevard in Norwalk are not shown on map but serve the City of Cerritos.



Source: GIS Data, City of Cerritos



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Table SAF-1
Fire Stations Serving Cerritos

Station	Number of Personnel	Equipment
Station No. 30 19030 S. Pioneer Boulevard	27	6 Captains 6 Firefighter Specialists 15 Firefighters (9 Paramedics) One Engine, One Tiller Quint One Paramedic Squad
Station No. 35 13717 E. Artesia Boulevard	9	3 Captains 3 Firefighter Specialists 3 Firefighters One Engine
Station No. 34 ⁽¹⁾ 21207 S. Norwalk Boulevard (serves portion of Cerritos)	9	3 Captains 3 Firefighter Specialists 3 Firefighters One Engine
Station No. 115 ⁽²⁾ 11317 Alondra Boulevard (serves portion of Cerritos)		3 Captains 3 Engineers 6 Firefighters One Engine
Source: Los Angeles County Fire Protection District, July 2001. (1) Station No. 34 is located in the City of Hawaiian Gardens. (2) Station No. 115 is located in the City of Norwalk.		

Medical. Mobile medical response in Cerritos is provided by Emergency Medical Technician (EMT) units at Fire Station 35 and by paramedic unit at Station 30. An EMT unit responds quickly, but is not equipped with an ambulance. Only the paramedic units have an ambulance. A variety of hospitals and trauma centers are utilized by Cerritos fire personnel, depending on the type and severity of injury.

Annual Fire Safety Inspections. The Los Angeles County Fire Protection District provides annual safety review of all occupancies in the City except single-family dwellings. Inspections are conducted by Los Angeles County Fire Protection District Personnel.

3.3.2 POLICE PROTECTION

The Cerritos Sheriff's Station/Community Safety Center provides law enforcement services to Cerritos. The state-of-the-art Cerritos Sheriff's Station/Community Safety Center was opened in 1997 to provide a full range of public safety services for Cerritos residents, 24-hours a day, seven days a week. The Station serves as headquarters for Los Angeles County Sheriff's Department personnel serving Cerritos and the City's Community Safety Division. Emergency 911 dispatching for the City is also located at this facility.

Located adjacent to Cerritos City Hall, the public entrance to the building is on the top floor of the facility. The City's Community Safety Division is located on this floor, along with the Sheriff's service counter, a communications center and meeting rooms.

The second floor contains Sheriff's Department operations, including a training/briefing room, booking and custody areas, holding cells and lockers. Some 14,000 square feet of secured parking for Sheriff's personnel is also located on this level. The bottom floor consists of parking for City staff.

The Sheriff's Department employs approximately 59 Sworn and 24 non-sworn personnel, based at the Cerritos Sheriff's Station/Community Safety Center. Among the services offered to Cerritos residents and business owners are:

- Community Programs (DARE, Neighborhood Watch, Citizen Police Academy)
- Home and Business Security Inspections
- Crime Prevention Training
- Vacation Security Checks
- Outreach to At-Risk Youth
- Police Reports
- Fingerprinting for Children and Adults

In order to continue to provide the highest quality service, the Sheriff's Department documents response times. The following table (Table SAF-2, Sheriff's Department Response Times) illustrates the Department's response times based on the type of call.

**Table SAF-2
Sheriff's Department Response Times**

Call Type	2000 Average Response Time	Target Response Time
Routine	20.4 Minutes	30.0 Minutes
Priority	8.0 Minutes	8.0 Minutes
Emergency	4.2 Minutes	4.5 Minutes

Source: Sheriff's Department, Cerritos Station Operations, July 2001.

Animal Control

The Cerritos Sheriff's Community Safety Center is under contract with Long Beach Animal Control for a variety of services. Animal Control is available

on a 24-hour emergency call basis to pick up stray, injured or dead animals.

3.4 COMMUNITY SAFETY DIVISION SERVICES

The Community Safety Division counter is staffed from 7:00 a.m. to midnight Monday through Friday, and from 7:00 p.m. to midnight Saturday and Sunday, and provides the following services:

- Administration of Sheriff's contract and services;
- Liaison to the County of Los Angeles Fire Department;
- Overnight parking permits and parking enforcement;
- Personal property engraving devices on loan;
- Neighborhood Watch program;
- Emergency preparedness information;
- Animal control information, including dog licenses; and
- School crossing guards.

Volunteer Opportunities

Cerritos residents contribute to the safety of the community by serving as volunteers at the Cerritos Sheriff's Station/Community Safety Center. Volunteers perform a number of non-hazardous duties within the facility, including filing reports, entering computer data, providing services at the front counter and assisting Station personnel with a variety of public-safety related tasks. Additional volunteer opportunities with the Community Safety Division include Cerritos Volunteers on Patrol, Cerritos Sheriff's Explorer Program and the Sheriff's Reserve Program.

Cerritos Volunteers on Patrol

Volunteers on Patrol is a program that allows community members to become trained volunteers for the Los Angeles County Sheriff's Department.

Cerritos benefits from Volunteers on Patrol participants as they contribute their time and skills to the Cerritos Sheriff's Station by performing a variety of tasks, including:

- Residential vacation checks;
- Monitoring areas with graffiti;
- Checking on the welfare of shut-ins;
- Security checks of parks and schools; and
- Conducting business watches.

The law enforcement service provided by the Los Angeles County Sheriff's Department is enhanced by the efforts of Volunteers on Patrol. Volunteers

provide valuable information to the Cerritos deputies based on their observations and interaction with the community.

Cerritos Sheriff's Explorer Program

The Cerritos Sheriff's Station Law Enforcement Explorer Program provides a means by which young men and women can determine, through actual experience, if they would like to pursue a career in law enforcement as adults.

Sheriff's Reserve Program

The Reserve Company has recently been established with nine deputies assisting the community by performing law enforcement duties, including responding to calls, crime prevention and investigation, traffic control and foreign language translation for victims and witnesses of crimes.

Volunteer application forms are available in the Community Safety Division at the Cerritos Sheriff's Station. All applicants undergo a routine limited background investigation, including a fingerprint search. Volunteers must be at least 18 and in reasonably good health.

3.5 AIRCRAFT OVERFLIGHT

While the City of Cerritos is not within the direct flight paths of any particular airport, aircraft fly over the City throughout the day and night because of the high number of airports in the region. Because of the large number of flights over the City, there is the risk of an air disaster resulting from a variety of aircraft situations. The major airports in the area include: Los Angeles International Airport, Long Beach Airport, John Wayne Airport, Ontario Airport and Burbank Airport. There are also a number of smaller private and military airports in the region that could affect the City.

The City of Cerritos Multi-Hazard Functional Plan provides the policies and procedures addressing emergency response to air disasters.

Aircraft flying over Cerritos are located in the Los Angeles Terminal Control Area (TCA). The TCA is airspace restricted to large, commercial airliners. Each TCA has an established maximum and minimum altitude in which a large aircraft must travel. Smaller aircraft desiring to transit the TCA may do so by obtaining Air Traffic Control clearance. The aircraft may then proceed to transit when traffic conditions permit. Aircraft departing from other than LAX, whose route of flight would penetrate the TCA, are required to give this information to Air Traffic Control on appropriate frequencies. Pilots operating small aircraft often rely on landmarks, rather than charts, to indicate their locations. If a pilot is unfamiliar with the geographical

landmarks within the Southern California Basin, he/she could inadvertently enter the restricted TCA airspace. This misunderstanding could result in a mid-air collision.

4.0 PLANNING FACTORS, GOALS AND POLICIES

FLOODING

Planning Factor

Flooding has the potential to significantly affect the safety of Cerritos residents and severely impact the economic integrity of the City. Therefore, it is important to ensure that facilities and programs are maintained and operable to prevent excessive flood damage.

Goal SAF-1 *Protect Cerritos residents from potential flood hazards, including dam inundation.*

Policies SAF-1.1 Manage development activity so that flooding damage will be avoided.

SAF-1.2 Minimize potential flood damage through the identification of necessary storm drain improvements.

SAF-1.3 Provide an annual review of the Standardized Emergency Management System Multi-Hazard Functional Plan to ensure evacuation routes are sufficient in the event of flooding.

SAF-1.4 Continue the maintenance of flood control facilities within Cerritos to ensure their efficient operation.



SEISMIC SAFETY

Planning Factor

The threat of earthquakes is a concern to all California residents. The City's location in an active seismic region underlies the importance of seismic safety. Cerritos seeks to protect its residents from the effects of seismic activity to reduce the potential for loss of life, injuries and property damage. Employing strategies and specific actions toward reducing this potential is of the utmost concern to the City of Cerritos.

- | | | |
|-----------------|---------|--|
| Goal | SAF-2 | <i>Protect Cerritos residents from potential harm due to a seismic event.</i> |
| Policies | SAF-2.1 | Provide instructional materials, classes and other educational resources to ensure residents and the day-time population are knowledgeable of the risks and methods to reduce such risks, as well as involve the residents and community groups in the City's annual emergency preparedness event. |
| | SAF-2.2 | Ensure building code standards are enforced and maintained so that that new development shall be located, designed and operated to reduce the effects of a seismic event. |
| | SAF-2.3 | Identify and correct potential areas of deficiencies in the level of safety present in existing structures and facilities. |

■ ■ ■

TOXIC AND HAZARDOUS MATERIALS

Planning Factor

Cerritos is aware hazardous waste is produced as the by-product of a variety of industrial activities and is present in many common household products. The potential threat to the community by these hazards must be addressed through precautionary actions and contingency plans.

- | | | |
|-----------------|---------|--|
| Goal | SAF-3 | <i>Minimize the threat of life and property associated with the transport, use, storage and disposal of toxic and/or hazardous materials.</i> |
| Policies | SAF-3.1 | Encourage the proper disposal of household hazardous waste through the dissemination of information through educational and outreach activities. |
| | SAF-3.2 | Monitor facilities or businesses that utilize, store or handle hazardous materials to ensure practices and procedures will reduce the threat of damage to life and property. |
| | SAF-3.3 | Enforce Federal, State, and local laws and regulations relating to the use, storage, transport and |

clean-up of toxic, explosive and other hazardous materials to prevent unauthorized discharges.

SAF-3.4 Identify specific routes, both street and railroad systems, for the safe transport of hazardous materials in and through the City.

SAF-3.5 Continue to support regional and State efforts in controlling point and non-point sources of water pollution.



HAZARDOUS WASTE

Planning Factor

The City of Cerritos understands that hazardous materials are present in many commercial, industrial and residential activities. These materials do pose a threat to residents within the City, but when the appropriate precautions are administered regarding their handling, use and/or transportation, this threat can be greatly reduced.

Goal SAF-4 *Eliminate or significantly reduce the impacts associated with the creation, handling, storage, transport and disposal of hazardous materials.*

Policies SAF-4.1 Continue to cooperate with the Los Angeles County Department of Public Works in organizing regular collection of household hazardous waste.

SAF-4.2 Provide educational and outreach materials to Cerritos residents and businesses that address hazardous materials.

SAF-4.3 Continuously monitor facilities that utilize, handle or store hazardous materials.

SAF-4.4 Provide educational materials for residents regarding used oil collection and disposal.

SAF-4.5 Enforce federal, State and local laws and regulations relating to the use, storage and transportation of toxic, explosive and other hazardous materials to prevent unauthorized discharges.



PIPELINES

Planning Factor

Underground pipelines and utilities pose a threat to residents of Cerritos. The transport of potentially hazardous materials through the network of underground pipelines increases the likelihood of an emergency event. Therefore, the City of Cerritos considers the implementation of a variety of safety controls a critical component to ensure the safe operation and maintenance of pipeline facilities.

- | | | |
|----------|---------|---|
| Goal | SAF-5 | <i>Reduce the potential for injury and property damage associated with the failure, damage or rupture of underground pipelines.</i> |
| Policies | SAF-5.1 | Ensure that disaster response agencies, such as the Los Angeles County Fire Protection District have access to data related to pipeline routing, locations, depth and shut-off information. |
| | SAF-5.2 | Ensure the accuracy of existing as-built plans indicating pipeline locations. |
| | SAF-5.3 | Utilize GIS as a tool to accurately record the location of all potential underground pipeline hazards. |
| | SAF-5.4 | Coordinate with agencies operating underground lines to determine potential threats of rupture. |
| | SAF-5.5 | Require all underground pipeline and related structures be designed, constructed and maintained to resist stress caused by lateral forces during periods of seismic activity. |
| | SAF-5.6 | Coordinate the abandonment and/or removal of outdated and unused pipelines with required regulations. |

POLICE PROTECTION

Planning Factor

Cerritos is perceived as a safe community. Cerritos residents enjoy this sense of safety and value it as an important quality of life indicator.

Therefore, employing methods and strategies to maintain the sense of safety is a primary goal of the City of Cerritos.

Goal SAF-6 *Maintain the high-quality of services provided by the Sheriff's Department.*

Policies SAF-6.1 Ensure services provided by the Sheriff's Department are not impacted by development, traffic congestion and other growth-related issues.

SAF-6.2 Utilize the development review process for new projects to provide a review of and comment on potential impacts to the provision of emergency services.

SAF-6.3 Provide periodic reviews of response times to ensure emergency response reflects department standards.

SAF-6.4 Ensure proper protection and visibility of law enforcement at major commercial centers in the City.

Goal SAF-7 *Maintain and expand public outreach activities related to crime prevention and public safety.*

Policies SAF-7.1 Continue to maintain and expand services offered at the Cerritos Sheriff's Station/Community Safety Center.

SAF-7.2 Focus crime prevention educational activities towards Cerritos' youth population.

SAF-7.3 Continue to promote citizen involvement in crime prevention and public safety through programs, education and other methods.

SAF-7.4 Support cooperative arrangements between the Sheriff's department and local organizations, such as schools, business organizations and other appropriate groups.



FIRE PROTECTION

Planning Factor

Protecting the health, safety and welfare of Cerritos residents is the City's highest priority. High-quality fire protection services contributes to the overall protection of health, safety and welfare.

Goal SAF-8 *Protect Cerritos residents, employees and visitors from the threat of urban fires.*

Policies SAF-8.1 Ensure fire response times meet or exceed established County of Los Angeles standards.

SAF-8.2 Ensure the adequacy of fire suppression equipment.

SAF-8.3 Ensure City building codes and standards related to the use and maintenance of building materials meet or exceed established state standards related to the reduction of fire risk.

SAF-8.4 Continue Los Angeles County Fire Protection District review of development proposals to determine fire prevention and fire operational needs are met prior to construction.

SAF-8.5 Provide annual inspections of manufacturing, industrial commercial, public facilities and non-residential facilities to ensure fire prevention devices and practices meet or exceed state standards.

SAF-8.6 Continue to utilize mutual aid agreements with surrounding jurisdictions to ensure an adequate level of fire protection services.

SAF-8.7 Continue to maintain adequate water pressure throughout the City and provide adequate water storage to meet peak fire demand.



EMERGENCY PREPAREDNESS AND RESPONSE

Planning Factor

The City of Cerritos values the life and property of its residents. The appropriate level of preparedness in the event of an emergency, therefore, is critical in protecting life and property within the City.

Goal SAF-9 *Seek to attain the minimum loss of life, injury and property damage in the event of an emergency.*

Policies SAF-9.1 Implement the strategies and plans in the City's Multi-Hazard Functional Plan.

SAF-9.2 Prepare for and support multi-jurisdictional emergency response.

SAF-9.3 Continue to work cooperatively with adjacent jurisdictions and regional agencies to address emergency preparedness.

SAF-9.4 Ensure compliance with the Los Angeles County Emergency Management Plan.

SAF-9.5 Coordinate with Regional, State and Federal Agencies to prepare for and respond to potential terrorism threats.

SAF-9.6 Ensure the community is aware of home-based emergency preparedness procedures.



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CHAPTER 7

CONSERVATION ELEMENT

1.0 INTRODUCTION

The purpose of the Conservation Element is to provide direction regarding the conservation, development and utilization of natural resources. It serves as a guide for the City of Cerritos, its residents and businesses to understand what natural or other resources exist in the City, how development impacts these resources and what methods should be employed to maintain, preserve or conserve these resources. The Conservation Element will look at the following resources: water, energy, solid waste, biological and cultural/historical.

2.0 AUTHORITY FOR THE ELEMENT

The State of California Government Code Section 65302(d) requires that a General Plan include:

“..a conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources.

The conservation element may also cover: (1) the reclamation of land and waters; (2) prevention and control of the pollution of streams and other waters; (3) regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan; (4) prevention, control and correction of the erosion of soils, beaches and shores; (5) protection of watersheds; (6) the location, quantity and quality of the rock, sand and gravel resources; and (7) flood control.”

3.0 SUMMARY OF EXISTING CONDITIONS

The following section provides an inventory of conservation resources in the City of Cerritos, including water resources, biological resources, energy resources, solid waste, land resources and cultural/historical resources.

3.1 WATER RESOURCES

3.1.1 WATER SUPPLY AND SOURCES

The City of Cerritos receives its water from two primary water sources – the Central Basin Municipal Water District (CBMWD) and local groundwater. The City receives its water from the CBMWD via Service Connection CEN. B-46, which is located near the intersection of Woodruff Avenue and South Street. In 2000, the City of Cerritos received approximately 1.07 billion gallons, or 26.1 percent of its total water supply from the CBMWD, which is a member agency of The Metropolitan Water District of Southern California (MWD). MWD water is transported from the Colorado River and State Water Project in northern California.

Water distribution to consumers within the City of Cerritos is distributed through a City-owned system of pipes, ranging in size from six inches to 30 inches in diameter. Approximately 177 miles of pipe supply water to approximately 16,000 homes, businesses and industrial sites.

The water system also utilizes one 12-million gallon tank at the Reservoir Hill site and two six-million gallon tanks at the C-2 Corporate Yard Site.

3.1.2 LOCAL GROUNDWATER

Local groundwater resources originate from three deep wells within the City of Cerritos. These wells are drilled to a depth of between 700 and 1,000 feet. The C-1 well is located in the area of Bloomfield Avenue and Artesia Boulevard. The C-2 well is located at the City's Corporate Yard at 166th Street and Marquardt Avenue and the C-4 well is located in the area of Reservoir Hill Park at Studebaker Road and 166th Street. These three groundwater sources supplied approximately 3.04 billion gallons, or 73.9 percent of the City's total water supply in 2000.

The pumping station at the C-4 well site is capable of delivering approximately 18,000 gallons per minute. The G2 pumping station is capable of delivering approximately 17,000 gallons per minute.

The City of Cerritos recently expanded its municipal water supply system with the addition of a new water well. While the G5 well is still under construction, when complete it will have an operational capacity of 2,500 to

3,500 gallons per minute. The City's water system uses a combination of electrical and natural gas power to ensure uninterrupted water service. The location of the City's water wells is shown on Exhibit CON-1, Water Sources. The operational capacity of the four wells is shown in Table CON-1, Existing Groundwater Resources.

**Table CON-1
Existing Groundwater Resources**

Well	Operational Capacity (gpm)
C-1	2,000 gpm
C-2	3,500 gpm
C-4	3,500 gpm
C-5	3,000 gpm

Source: City of Cerritos.

3.1.3 SURFACE WATER

No naturally occurring permanent surface water features exist within the City of Cerritos. A number of man-made lakes are located within the City's recreational facilities, at Cerritos Regional Park, Heritage Park and Iron-Wood Nine Golf Course. In addition, existing storm drain facilities carry water during wet weather events.

3.1.4 RECYCLED WATER

The City of Cerritos has made significant efforts to conserve water. The City's existing recycled water distribution system saves approximately 815 million gallons of potable water each year.

In efforts to reduce potable water consumption, the City of Cerritos irrigates more than 200 acres of City-owned property, which includes most parks, parkways and medians with recycled water. The wastewater originates from industries, businesses and homes and is treated by a tertiary (three-stage) process by the County Sanitation Districts of Los Angeles County before being used for irrigation.

The City of Cerritos purchases its recycled water from the Los Coyotes Water Reclamation Plant, located west of the I-605 freeway and north of the SR-91 freeway, adjacent to the Iron-Wood Nine Golf Course. The City of Cerritos has constructed a 15,000 gallon per minute pump station on the County Sanitation District's property, along with a recycled water distribution system that distributes recycled water through 25 miles of water lines citywide.

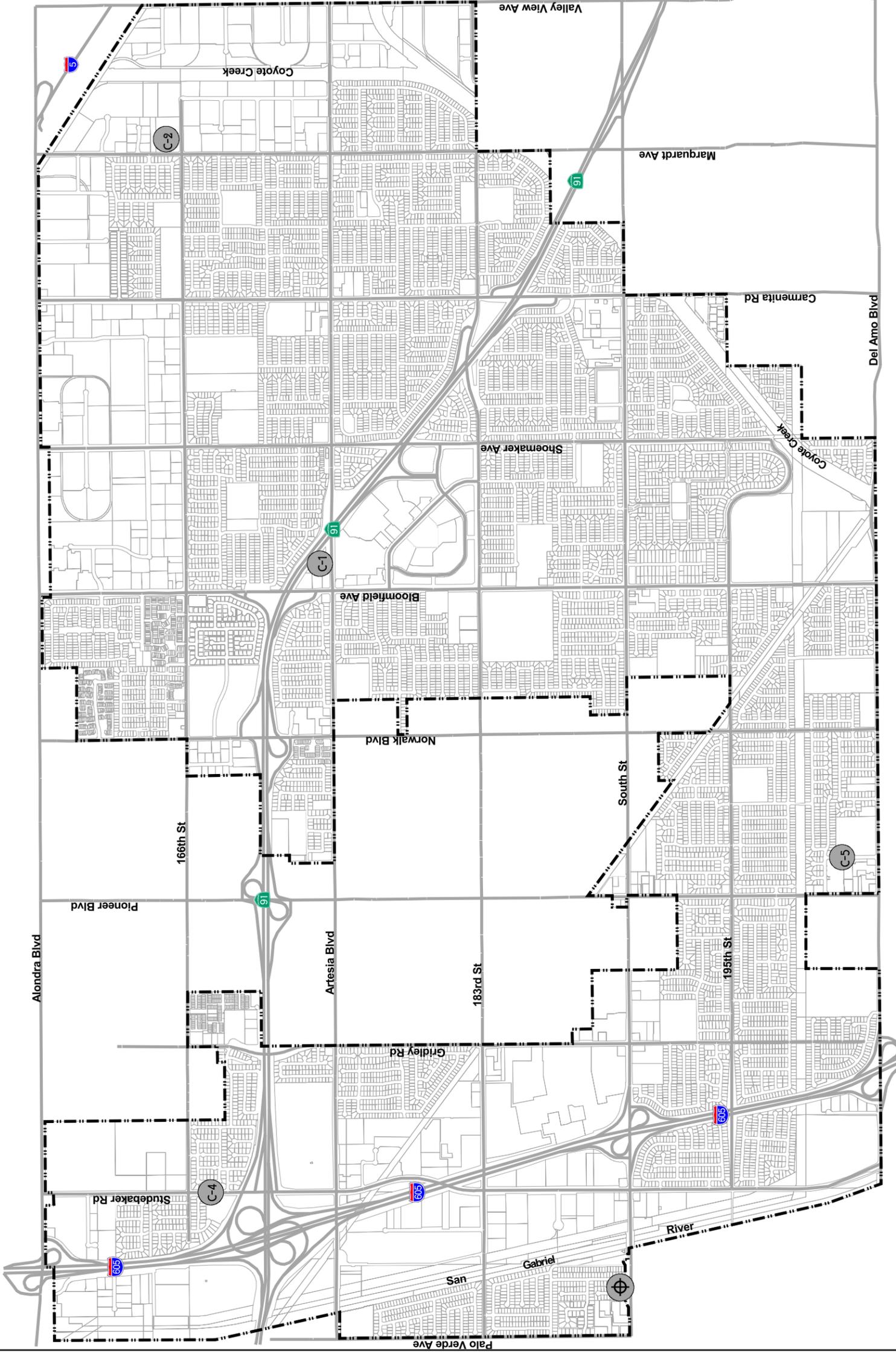
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A CITY WITH VISION

CERRITOS GENERAL PLAN

LEGEND

Symbol	Address	Owner
⊕	No Address	MWD
⊕-1	12701 Artesia Boulevard	Cerritos
⊕-2	16540 Marquardt Avenue	Cerritos
⊕-4	16733 Studebaker Road	Cerritos
⊕-5	20101 Cabrillo Lane (Under Construction)	Cerritos
⚡	City limit	



Water Sources

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In addition, recycled water is also used for landscape irrigation at schools, Cerritos Community College, a county park, cemetery, freeway landscaping and privately-owned landscape areas, such as the Cerritos Towne Center and commercial nurseries located in the City. The City-owned Iron-Wood Golf Course was the first facility in the City to utilize recycled water for irrigation purposes.

To encourage homeowners in the City to reduce the use of potable water for irrigation purposes, the City has established a 2,500 square-foot water conservation and demonstration garden at Cerritos Park East. Located in the southeast section of the park along Ironbark Drive, the garden features nearly 40 varieties of drought-tolerant trees, ground cover and shrubs.

3.2 ENERGY RESOURCES

3.2.1 ELECTRICITY AND POWER

Southern California Edison (SCE) is the primary supplier of electricity for the City of Cerritos. SCE has a total service area of over 50,000 square miles. The City of Cerritos represents a very small share of the total energy market.

The State of California deregulated the energy generation market in early 1998. Deregulation allowed other providers the opportunity to supply electricity to the consumer. Since this time, the State has experienced periods of insufficient power generation, rapid increases in wholesale energy costs and increased costs to consumers. As a result, the State has imposed rolling blackouts across the State that are expected to continue until power supplies can be increased. Until the power crisis is resolved, the City of Cerritos will continue to promote methods of conservation and investigate ways to ensure an adequate and reliable energy source for its residents.

3.2.2 NATURAL GAS

The Southern California Gas Company supplies natural gas to 18 million consumers, for over 23,000 square miles of Southern California, including the City of Cerritos.

Southern California Gas Company has the ability to serve existing and future residents in Cerritos, as indicated in this General Plan.

3.3 WASTE MANAGEMENT

3.3.1 SOLID WASTE

Solid waste collection and recycling in the City of Cerritos is provided by a private contractor, CalMet Services, Inc. CalMet trucks pick up trash from residents, businesses and industrial customers weekly. The refuse is first hauled to a Materials Recovery Facility (MRF) in the City of Downey, where recyclable items are pulled from the waste stream.

The Cerritos recycling program was implemented on June 1, 1995 in response to Assembly Bill 939, the California Integrated Waste Management Act. Under this law, all California cities are required to divert 25 percent of their waste stream from landfill by 1995 and 50 percent by the year 2000. Cerritos is succeeding in these goals. Each year, the MRF system diverts more that 15,000 tons of Cerritos trash from landfills.

3.3.2 STORMWATER MANAGEMENT

The City of Cerritos understands stormwater runoff is a significant contributor to local and regional pollution. Urban stormwater runoff is the largest source of unregulated pollution to the waterway and coastal areas of the United States. Stormwater can be contaminated with a variety of pollutants that contribute to increased health risks and environmental damage.

The City of Cerritos seeks to protect and promote the health, safety and welfare of its citizens by controlling non-stormwater discharges to the stormwater conveyance system. The City of Cerritos is required by the Clean Water Act and other federal, state and regional regulations to control the discharge of pollutants to the storm drain system, including the discharge of pollutants from construction sites and areas of new development or significant redevelopment.

FEDERAL REQUIREMENTS

Local stormwater pollution control measures are implemented pursuant to the Clean Water Act, Federal Water Quality Control Act and National Pollutant Discharge Elimination System (NPDES).

Clean Water Act

The Clean Water Act prohibits any person from discharging pollutants through a "point source" into a "water of the United States" unless they have an NPDES permit. NPDES permits regulate the discharges from publicly owned facilities. The NPDES program also regulates wet weather

discharges such as stormwater discharges from industrial activities, and municipal stormwater discharges including, urban stormwater runoff, combined sewer overflows and storm sewer overflows.

The Clean Water Act amendments of 1987 established a framework for regulating stormwater discharges from municipal, industrial and construction activities under the NPDES program. The primary objectives of the municipal stormwater program requirements are to effectively prohibit non-stormwater discharges and reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent practicable (MEP), including management practices, control techniques and system, design engineering method and such other provisions that the U.S. EPA or the California State Water Resources Control Board deem appropriate for the control of such pollutants.

National Pollution Discharge Elimination System (NPDES) Stormwater Program

Mandated by Congress under the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) Stormwater Program is a comprehensive two-phased national program for addressing the non-agricultural sources of stormwater discharges adversely affecting the quality of the nation's waters. The Program uses the NPDES permitting mechanism to require the implementation of control and monitoring measures designed to prevent harmful pollutants from being washed into local water bodies by stormwater runoff.

The NPDES program requires the owner or operator of any facility, or any person responsible for any activity that discharges waste into the surface waters of the U.S. to obtain a NPDES permit from the Regional Water Quality Control Board, as mandated by the Clean Water Act.

STATE AND REGIONAL PROGRAMS

The Clean Water Act provides that states are authorized to operate their own NPDES programs provided such programs meet minimum federal requirements. The municipal storm water National Pollutant Discharge Elimination System permit is issued by the Los Angeles Regional Water Quality Control Board. The City of Cerritos currently operates under Permit No. CAS004001, Order No. 01-182. The Permit was adopted on December 31, 2001 and expires on December 31, 2006.

The objective of Order No. 01-182 is to protect the beneficial uses of receiving waters in Los Angeles County. To meet this objective, the Order requires that the Los Angeles Countywide Storm Water Quality Management Plan (SQMP) specify Best Management Practices (BMPs) that will be implemented to reduce the discharge of pollutants in storm water to the MEP. Further, Permittees are to assure that storm water discharges

from the MS4 shall neither cause nor contribute to the exceedance of water quality, standards and objectives nor create conditions of nuisance in the receiving waters, and that the discharge of non-storm water to the MS4 has been effectively prohibited.

Permit No. CAS004001 requires the implementation of a Storm Water Quality Management Program (SQMP), which provides specific guidelines to control, reduce and monitor discharges of waste to storm drain systems. The emphasis of the SQMP is pollution prevention through education, public outreach, planning and implementation as source control BMPs first and structural and treatment control BMPs second.

Standard Urban Storm Water Mitigation Plan (SUSMP)

The Standard Urban Stormwater Mitigation Plan (SUSMP) was developed as part of the Los Angeles Regional Water Quality Control Board's Municipal Stormwater Program. The SUSMP addresses stormwater pollution from certain types of new development and redevelopment. The SUSMP specifies the minimum required Best Management Practices (BMPs) that must be used for a designated project. Additional BMPs may be required on certain targeted categories of projects based on these regulations at the discretion of the City of Cerritos. Applicable project applicants are required to incorporate appropriate SUSMP requirements into their development plans.

CITY OF CERRITOS PROGRAMS

The City of Cerritos provides local implementation of the Federal, State and Regional stormwater regulations through the establishment of ordinances, policies and programs.

Stormwater and Urban Runoff Pollution Prevention Controls Ordinance

The Stormwater and Urban Runoff Pollution Prevention Controls Ordinance (Ord. 777) provides specific local regulations related to stormwater pollution prevention. The intent of the ordinance is to protect the health, safety and general welfare of the citizens of the City through regulating non-stormwater discharge to the storm drain system; providing for the control of spillage, dumping or disposal of materials into the storm drain system; and reducing pollutants in stormwater and urban runoff to the maximum extent practicable.

Stormwater Pollution Prevention Plan (SWPPP)

The City of Cerritos requires a Stormwater Pollution Prevention Plan (SWPPP) be completed prior to any construction activity on projects that will

disturb more than two acres of soil. SWPPP's are operator/owner-prepared plans that identify BMP's for implementation and monitor the effectiveness of the BMPs. The SWPPP applies to all on-site construction activities and must identify the source control and/or treatment control practices (BMP's) that would significantly reduce, avoid or mitigate runoff pollutants to the "maximum extent practicable."

PUBLIC EDUCATION AND OUTREACH

Educating the public about stormwater pollution prevention contributes to the effectiveness of local and regional stormwater management programs. The County of Los Angeles and the City of Cerritos have implemented public information and outreach programs that assist residents and businesses to understand the current stormwater problem and implementation strategies that reduce stormwater pollution.

Consistent with Federal requirements, the County of Los Angeles has developed a five-year countywide stormwater public education strategy. This strategy focuses on residents, school children, businesses and public employees and includes a full range of outreach tools and methods to educate and train these audiences about stormwater pollution management and prevention. The City of Cerritos contributes financially to this program.

In addition, the City of Cerritos has implemented a local public education and outreach effort. This public outreach and education effort promotes public awareness of stormwater pollution thorough distribution of literature and other outreach materials so that residents are informed of ways to prevent stormwater pollution through safe housekeeping practices.

3.3.3 HOUSEHOLD HAZARDOUS WASTE

Cerritos residents can safely dispose of used motor oil, cleaners with acids or lye, paint, batteries, pesticides, weed killer and chemicals from hobby and art projects at a Household Hazardous Waste Roundup. In cooperation with the City of Cerritos, the Los Angeles County Department of Public Works plans regular collection of household hazardous waste. In previous years, more than 500 Cerritos residents have appropriately disposed of more than 53,000 pounds of toxic materials.

3.3.4 USED OIL COLLECTION

The City of Cerritos has been awarded a three-year \$60,000 grant from the California Integrated Waste Management Board to educate residents about used motor oil recycling. The funds will be used for a public outreach and educational campaign, including printed materials, movie screen advertisements and other means of public outreach.

Used motor oil can be disposed of, free of charge, at two locations within the City of Cerritos:

- Cerritos Towne Center Chevron, 17255 Bloomfield Avenue; and
- Firestone Auto Square, 11524 South Street.

3.4 BIOLOGICAL RESOURCES

Biological resources include natural and altered biotic habitats (vegetative communities and corresponding wildlife habitat), as well as associated flora and fauna.

The City of Cerritos is almost entirely urbanized and landscaped with mostly non-native species. No rare or endangered plant or animal species have been identified within the City. The City's most significant plant resources are its ornamentals. The extensive urban landscaping that occurs within the City provides habitat for small animals. However, the urbanized nature of the City provides a less than ideal habitat.

3.5 COMMUNITY FOREST

The urbanized, built out nature of the City of Cerritos limits the existence of naturally occurring native tree stands. In an effort to capture the aesthetic quality of a "community forest," the City of Cerritos has made significant efforts in planting tree resources. The City's Tree Division has coordinated the planting of nearly 30,000 trees within the City. The City plants, or coordinates with developers to plant, an average of 250 new and replacement trees per year in an effort to preserve and enhance the park-like atmosphere.

The City of Cerritos has adopted a Tree Ordinance (Chapter 9.75) to ensure compliance with the City's objective of creating and maintaining a community forest. The Ordinance provides specific regulations, which strive to preserve and enhance the existing tree resources within the City. To exemplify this, the City was named a "Tree City USA" by the National Arbor Day Foundation. This designation was granted to the City of Cerritos through a proven record of tree care, planting and conservation.

The City of Cerritos has begun utilizing the City's GIS mapping capabilities to inventory existing street trees. The development of this inventory will assist the City in identifying important information regarding the age, type, and conditions of the various species.

3.6 CULTURAL AND HISTORICAL RESOURCES

The City of Cerritos has a rich and diverse history. This history is comprised of buildings, trees, artifacts of historical significance, cultural traditions and community memories. The City takes pride in its heritage and seeks to preserve its historic resources and the memories they evoke. The City has created a special section dedicated to the history of Cerritos in the Cerritos Public Library. This collection of books, documents, photographs and other resources provides a substantial documentation of Cerritos' past.

4.0 PLANNING FACTORS, GOALS AND POLICIES

WATER RESOURCES

Planning Factor

The City of Cerritos recognizes that water is a limited resource requiring conservation. Therefore, protection and conservation of the City's water resources should be a factor in all land use decisions.

Goal *CON-1 Protect and conserve the City of Cerritos' existing and future water resources.*

- Policies**
- CON-1.1 Continue to expand the utilization of recycled water for irrigation purposes and other appropriate uses.
 - CON-1.2 Enhance outreach activities to educate residents on the importance of water conservation (e.g., promote use of drought tolerant plant material in both residential and commercial applications).
 - CON-1.3 Reduce the demand for non-local water resources through the utilization of local groundwater resources.
 - CON-1.4 Establish and implement water conservation methods for all city-maintained facilities in order to provide a demonstrable example of conservation techniques.



ENERGY

Planning Factor

Energy issues have become a local and statewide concern in recent years. The ability of the state's energy producers to supply the City of Cerritos with a sufficient and reliable energy source can have significant impacts on safety and economic integrity. Therefore, the City must investigate ways to generate and conserve our energy resources so that it contributes to reductions in demand locally and statewide.

Goal *CON-2* *Conserve and generate energy resources through the use of available technology and conservation practices.*

Policies *CON-2.1* Pursue new opportunities to enhance the provision of safe, reliable and affordable energy to Cerritos residents, businesses, public facilities, institutional uses, and educational facilities.

CON-2.2 Apply applicable government energy standards to all new development.

CON-2.3 Establish a standardized menu of incentives for future development activity, so that conservation methods are an integral part of new development.

CON-2.4 Strive to incorporate energy conservation methods into all city facilities to set an example for the community.

SOLID WASTE

Planning Factor

The City of Cerritos understands that the generation of solid waste impacts local landfills. The limited capacities of our region's landfills requires a universal effort by all communities. Therefore, the City must continue its efforts in source reduction of solid wastes and recycling.

Goal *CON-3* *Establish programs and policies to reduce the generation of solid waste.*

- Policies**
- CON-3.1 Continue to fulfill requirements as set forth in California Integrated Waste Management Act for the diversion of solid waste within the City.
 - CON-3.2 Continue to provide education and outreach to residents and businesses to contribute to the reduction, recycling and disposal of solid wastes.
 - CON-3.3 Continue to expand recycling efforts.

WASTEWATER

Planning Factor

The City of Cerritos understands that wastewater, if not properly conveyed, can have dire consequences to the health of residents and the health of the environment. Not only does wastewater have effects on the local environment, it can also affect environments downstream.

Goal *CON-4 Ensure proper conveyance and disposal of wastewater within the City of Cerritos.*

- Policies**
- CON-4.1 Ensure major collection and trunk lines and lift stations within the City are adequately maintained through continued monitoring and maintenance.
 - CON-4.2 Ensure new development provides an analysis of potential impacts to the existing conveyance system.

STORMWATER POLLUTION

Planning Factor

Stormwater resulting from periods of wet weather can influence the quality of the environment. Not only does polluted stormwater flow and non-stormwater flow cause potential safety concerns, it also can increase the level of pollutants in the local and regional environment. Periods of rapid runoff can carry pollutants into the existing drainage system, resulting in high concentrations of pollutants in the local and downstream environment.

The City of Cerritos is authorized to discharge stormwater, and in some instances, non-storm water into the storm drain system under a National Pollutant Discharge Elimination System (NPDES) permit.

- Goal** CON-5 *Ensure the adequate conveyance of stormwater, and introduce techniques and methods that reduce the presence of pollutants consistent with regional, state and federal standards.*
- Policies**
- CON-5.1 Ensure existing drainage facilities are properly maintained and absent of debris or other material that may impact stormwater flow and water quality.
 - CON-5.2 Ensure the appropriate stormwater mitigation techniques are employed for all construction and grading activities.
 - CON-5.3 Ensure all project-related stormwater mitigation techniques are sufficiently monitored.
 - CON-5.4 Ensure all new development complies with Federal, State and City regulations and ordinances related to stormwater.
 - CON-5.5 Continue to implement development planning requirements specified in the City's municipal NPDES permit, including, to the maximum extent practicable, watershed protection measures.

Related Goals and Policies: Refer to Goal OSR-7 and its related policy, which address the benefits that open space provide related to stormwater runoff.

TREE PRESERVATION

Planning Factor

The City of Cerritos takes great pride in its efforts to develop its "Community Forest". Preserving and enhancing these resources contributes to the community's image, provides visual buffers and improves the aesthetics of the built environment.

- Goal** CON-6 *Preserve and enhance the City's "Community Forest."*
- Policies**
- CON-6.1 Enforce the City's Tree Preservation Ordinance in order to preserve the City's existing urban forest.
 - CON-6.2 Continue to utilize GIS as a tool for mapping existing and future tree resources.

- CON-6.3 Ensure the continued planting and proper maintenance of tree resources within the City.
- CON-6.4 Strive to identify and honor “Landmark” trees that have been identified as having significant historical or cultural significance as “Heritage Trees.”
- CON-6.5 Ensure that the City retains its Tree City USA designation with the continued implementation of the City’s tree care, planting and conservation measures.

CULTURAL AND HISTORIC RESOURCES

Planning Factor

The City of Cerritos values its history. The historic and cultural resources and the memories they evoke are unique to the City and should be documented, preserved and made available to all residents of Cerritos.

Goal *CON-7 Promote community knowledge and appreciation for the heritage of the City of Cerritos.*

Policies CON-7.1 Provide access to information on Cerritos’ history to schools, organizations, groups and individuals.

CON-7.2 Encourage the involvement of all sections of the community in learning about the historic and cultural resources in Cerritos.

Goal *CON-8 Enhance, preserve and protect the City of Cerritos’ historic and cultural resources.*

Policies CON-8.1 Ensure that all items of historic and cultural significance, including houses, are preserved for the enjoyment by all Cerritos residents.

CON-8.2 Identify, record, map and evaluate all potential historic and cultural resources within the City.

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CHAPTER 8

OPEN SPACE/ RECREATION ELEMENT

1.0 INTRODUCTION

The Open Space and Recreation Element outlines strategies and actions to preserve and enhance open space areas in the City and meet the recreational needs of its residents. Open space and recreational resources in the City of Cerritos includes neighborhood, community and regional parks, as well as community centers, trails, golf courses, aquatic facilities, open space easements and other publicly accessible outdoor and indoor facilities.

2.0 AUTHORITY FOR THE ELEMENT

The State of California Government Code Section 65302(e) requires that a General Plan “include an open space element.” Recreation Elements are an optional element of the General Plan, pursuant to Section 65303 of the Government Code. Other relevant sections of the Government Code that are applicable to the Open Space and Recreation Element include Sections 65560, 65562, 65563, 65564, 65566 and 65567, as well as Public Resources Code Section 5076, which allows cities to consider the demands for trail-oriented recreational use. In addition, Government Code Section 66477, more commonly referred to as the Quimby Act, allows cities to adopt ordinances addressing park land and/or fees for residential subdivisions.

The Open Space Element must contain goals and policies concerned with managing all open space areas, including undeveloped lands and outdoor recreation areas. Specifically, the Open Space Element includes open space that is left undeveloped for public health and safety reasons, and open space that is used for the preservation of natural resources, for the managed production of resources and for outdoor recreation.

3.0 SUMMARY OF EXISTING CONDITIONS

3.1 EXISTING OPEN SPACE AND RECREATION FACILITIES

The City of Cerritos' open space and recreation resources include parks, schools, community facilities and privately owned recreational facilities. The combination of these resources constitute the City of Cerritos' open space and recreational opportunities. The City's open space/recreational resources can be categorized into the following three areas:

- Open Space for Outdoor Recreation;
- Open Space for "Day Residents"; and
- Open Space for Public Health and Safety.

3.1.1 OPEN SPACE FOR OUTDOOR RECREATION

The parks, open space and other recreational opportunities within Cerritos contribute to the high-quality of life residents enjoy. The provision of a variety of public parks and the availability of small-scale residential, industrial and commercial open space/recreation areas is a contributing factor to the well-being and health of Cerritos residents.

Open Space for outdoor recreation in Cerritos includes:

- Mini-Parks;
- Neighborhood Parks;
- Community Parks;
- Regional Parks;
- Sports Facilities (golf courses, ball fields, aquatics, skate park, etc.);
- Railways and Bikeways; and
- Greenbelts.

Table OSR-1, *City of Cerritos Park and Recreation Inventory*, provides a summary of existing Park and Recreation resources within the City of Cerritos. Exhibit OSR-1, *Open Space and Recreational Facilities*, shows the location of these resources.

3.1.2 OPEN SPACE FOR "DAY RESIDENTS"

Cerritos enjoys an extensive employment base. Successful growth in the office, industrial and retail sectors has increased the number of "Day Residents" – those who reside in Cerritos during business hours. The increased "day resident" population increases demand for additional viable public open space resources. This may include areas for lunch hours, breaks, recreational needs or just quiet contemplation and reflection.

Table OSR-1
City of Cerritos Park and Recreation Inventory

Park Sites	Acreage	Ball Diamond	Basketball/Volley	Island Playground	Meeting Room	Picnic Shelter/Gazebo	Racquetball Outdoor	Racquetball indoor	Restrooms	Play Areas	Spray Pool	Swimming Pool	Tennis Courts	Staffing	Jogging Track	Outdoor Amphitheatre	Golf Course	Fitness Center	Skate Park	Sand Volleyball
Bettencourt Park ⁽⁵⁾	2.5		●							●										
Brookhaven Park	0.7		●							●										
Cerritos Park East ⁽¹⁾	29.9	●	●		●	●	●		●	●	●		●	●						
Ecology Park	1.5		●							●										
El Rancho Verde Park	5.3																			
Friendship Park	3.9	●	●			●								●						
Frontier Park	2.6	●	●		●	●			●	●				●						
Gonsalves Park	5.2	●				●			●	●										
Gridley Park	10.4		●							●										
Heritage Park ⁽³⁾	15.3	●	●	●	●	●			●	●				●						
Jacob Park	5.1		●							●										●
Liberty Park ⁽²⁾	10.9	●	●		●	●	●	●	●	●			●	●	●	●		●		●
Loma Park	0.8					●				●										
Rainbow Park ⁽⁵⁾	2.5									●										
Reservoir Hill Park	4.6									●										
Rosewood Park	8.0	●	●			●				●										
Saddleback Park	1.5		●							●										
Satellite Park	1.9	●	●			●				●										
Sunshine Park	3.7	●	●			●				●				●						
Westgate Park	4.5	●	●		●	●			●	●	●		●	●						
Cerritos Swim & Fitness Center	--								●			●		●				●		
Iron Wood Nine Golf Course	22.1								●					●			●			
Cerritos Regional Park, Sports Complex and Skate Park ⁽⁴⁾	45.5	●	●			●			●	●		●	●	●					●	
Community Gym at Cerritos High	--		●						●					●						
Community Gym at Whitney High	--		●						●					●						
Cerritos Senior Center at Pat Nixon Park	3.8				●	●			●					●				●		
TOTAL	192.2																			

Source: City of Cerritos Recreation Services Division, July 2001.

Notes: (1) Cerritos Park East includes a Community Center.

(2) Liberty Park also includes a Community Center.

(3) Heritage Park also includes a Community Center.

(4) The total acreage for the park is 86.5 acres. The acreage includes a 45.5-acre Skate Park and sports complex that the City of Cerritos leases from County of Los Angeles and maintains.

(5) This park is outside the Cerritos City limits within the City of La Palma, but is maintained by the City of Cerritos (refer to Table OSR-3).

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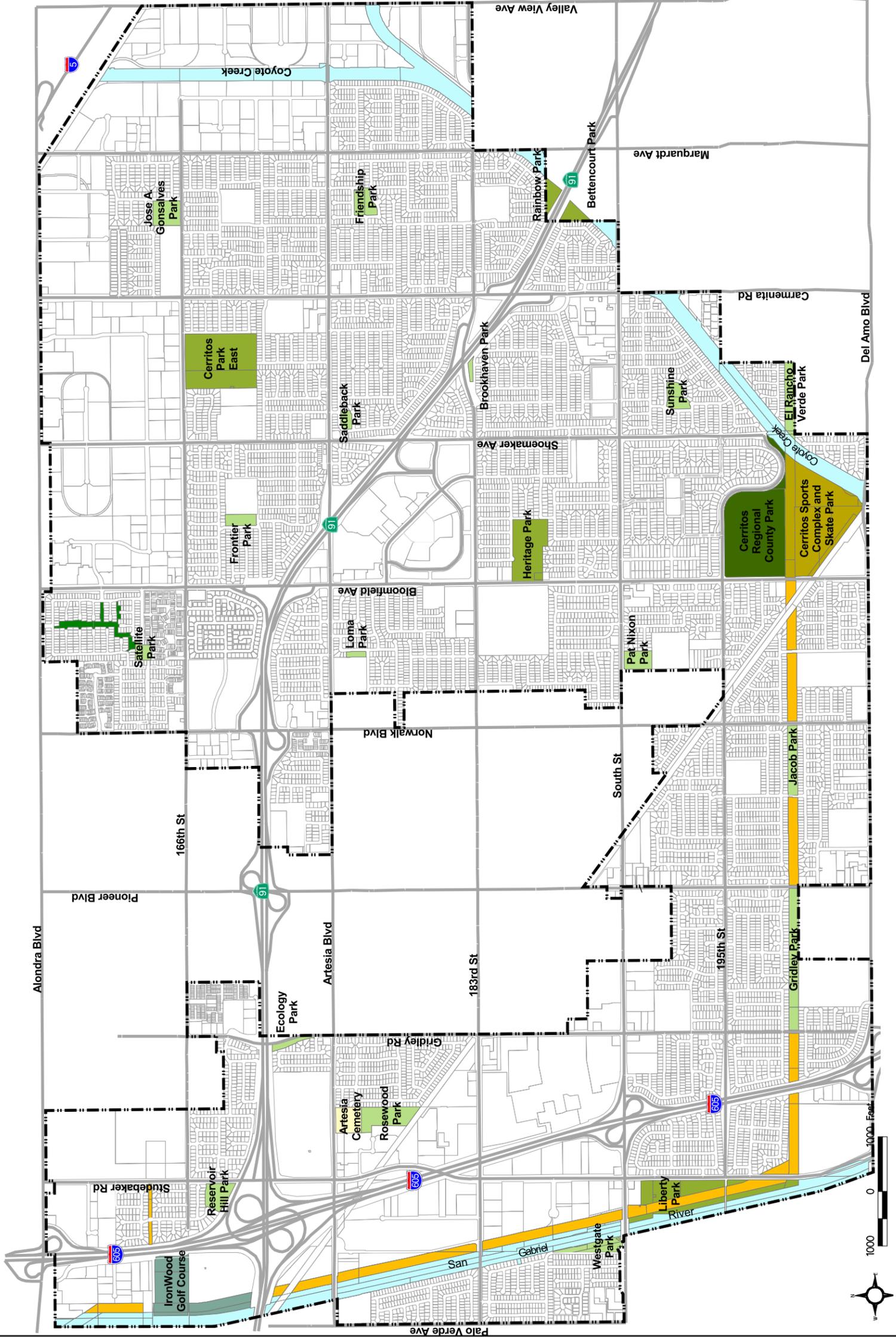
CERRITOS
GENERAL PLAN

LEGEND

- Neighborhood Park
- Community Park
- Greenbelts with Trails
- Regional Park
- Special Park
- Sports Complex and Skate Park
- Cemetery
- Edison Utility
- Flood Control Utility
- City limit

Park Name	Acres
Brookhaven Park	0.7
Cerritos Park East	29.9
Cerritos Regional County Park	41.0
Sports Complex and Skate Park	45.5
Ecology Park	1.5
El Rancho Verde Park	5.3
Friendship Park	3.9
Frontier Park	2.6
Gonsalves Park	5.2
Gridley Park	10.4
Heritage Park	15.3
Jacob Park	5.1
Liberty Park	10.9
Loma Park	0.8
Pat Nixon Park	5.8
Reservoir Hill Park	4.6
Rosewood Park	8.0
Saddleback Park	1.5
Satellite Park	1.9
Sunshine Park	3.7
Westgate Park	4.5
Total Acres	206.1
IronWood Golf Course	22.1
Parks Outside City Limits Maintained by the City of Cerritos	
Parks	Acres
Bettencourt Park	2.5
Rainbow Park	2.5
Total Acres	5.0

Source: GIS Data, City of Cerritos, Land Use modified by RBF Consulting for purposes of General Plan Update.



Open Space and Recreational Facilities

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Urban open spaces utilized by “day residents” requires deliberate thought in project development and urban design.

3.1.3 OPEN SPACE FOR PUBLIC HEALTH AND SAFETY

As Cerritos is a built out community with a generally urbanized character, a portion of the open space inventory is utilized for the protection of public health and/or public safety. Certain open space areas in Cerritos provide for the protection from potentially harmful natural and man-made hazards. Open space adjacent to overhead electrical wires, pipelines, or setbacks from drainage channels or retention basins are examples of this type of open space.

The City of Cerritos has also utilized these open spaces for multiple purposes. For example, Jacob, Gridley, Liberty and El Rancho Verde Parks are linear parks, which also serve as open space buffers from residential and public school uses. Exhibit OSR-2, Open Space for Public Health and Safety, provides an overview of open resources for public health and safety.

3.1.4 CERRITOS RECREATIONAL FACILITIES

The City of Cerritos has a number of facilities that contribute to the City’s recreational resources. These facilities include community centers, sports facilities, community gymnasiums, a golf course, swimming facilities, fitness centers and a senior center. It should be noted the majority of these facilities are located within existing park and recreational facilities (refer to Exhibit OSR-1).

3.1.5 MAINTENANCE OF NON-CITY PARKS

The City of Cerritos provides regular maintenance of two parks that are not within the City limits. As shown in Table OSR-2, Parks Maintained by City of Cerritos, these facilities contribute to the recreational resources of Cerritos residents, but may not be applied towards the Quimby target acreage (refer to page OSR-16 for a discussion of the Quimby Act).

Table OSR-2
Parks Maintained by City of Cerritos

Park Name	Type	Size	Location
Bettencourt Park	Neighborhood	2.50 Acres	La Palma
Rainbow Park	Neighborhood	2.50 Acres	La Palma

3.1.6 CERRITOS RECREATIONAL PROGRAMS

The City of Cerritos has a number of recreational programs that supplement the City's overall recreation resources. The City coordinates with a variety of community groups to provide these recreational programs to Cerritos residents. Programs include sports activities, youth services, classes, cultural arts and senior citizen/human services. The City's relatively built out conditions place additional importance on recreational programming to meet the needs of its residents.

Community Facilities. Community-based facilities provide a location for the majority of City-sponsored educational and recreational opportunities. During the 1999-2000 fiscal year, the Recreation Services Division involved more than 1,119,000 people in programs, use of facilities and sponsored events.

Community Classes. Cerritos residents regularly take advantage of the nearly 900 non-aquatics, fee-based programs. During the 1999-2000 fiscal year, approximately 10,100 residents participated in a wide range of class offerings.

Community Organizations. The City of Cerritos Recreation Services Division provides the facilities and other resources to facilitate the development of community-based organizations. A total of 130 Community Organizations utilized facilities in Cerritos during the 1999-2000 fiscal year.

After School Programs. The City of Cerritos enjoys a cooperative arrangement with the ABC Unified School District to provide drop-in after school and summer recreational programs.

Under the supervision of the City's Special Activities Department, Frontier Park, Sunshine Park, Friendship Park and Westgate Park provided children with activities such as sports, crafts, table games and a monthly excursion to local sites, including the Cerritos Olympic Swim and Fitness Center, and El Dorado Nature Center. In addition, the City also cooperates with ABC Unified School District to offer the Carmenita Recreation Academic Study Hall (C.R.A.S.H.) for Middle School students from September through June. The program is intended to provide middle school students with viable alternatives for after-school activities. The C.R.A.S.H. program provides students with games, arts and crafts and excursions to local recreational facilities.

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CERRITOS GENERAL PLAN

LEGEND

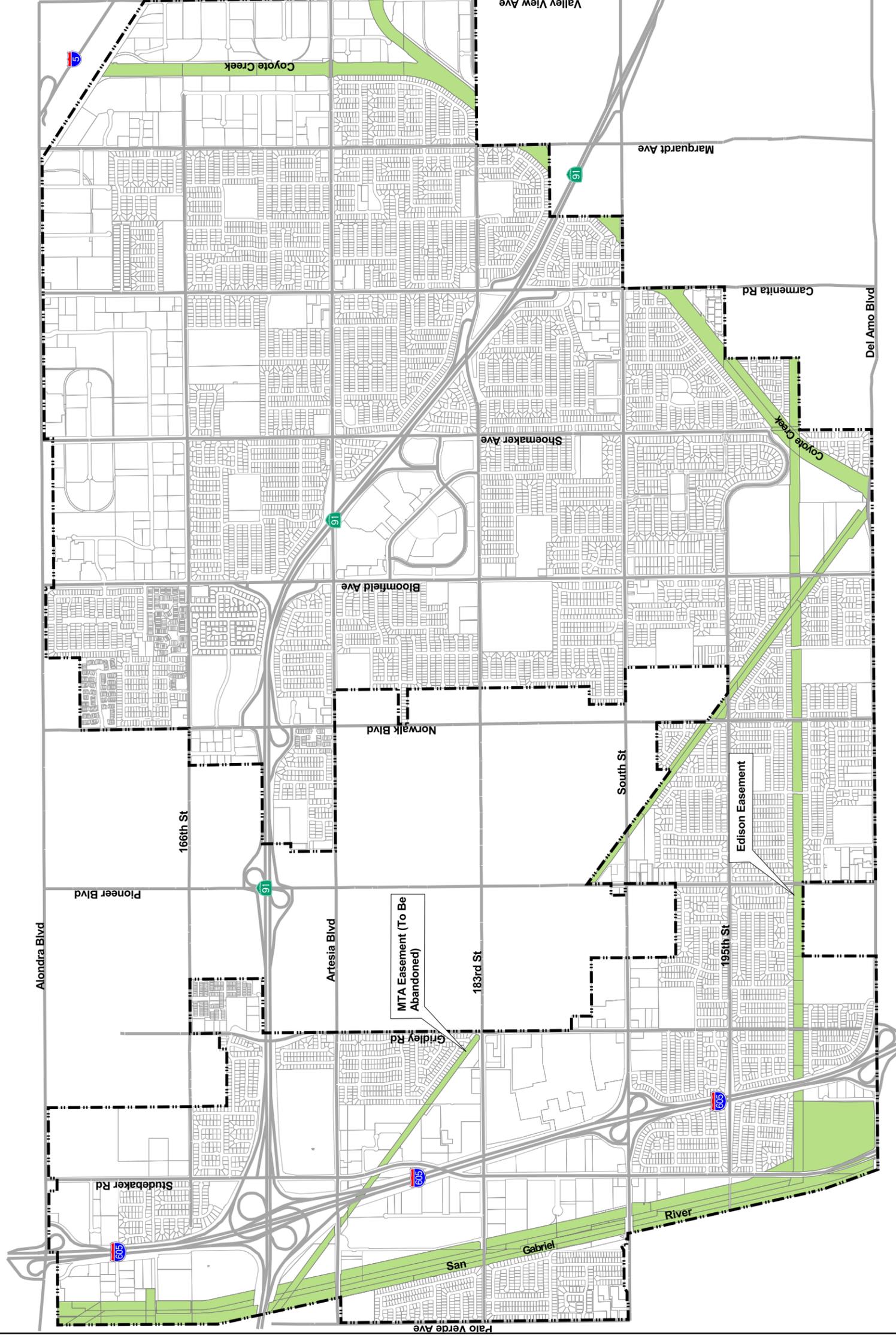
Open Space for Public Health and Safety

City Limits



1000 0 1000 2000 Feet

Source: RBF Consulting



Open Space for Public Health and Safety

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Senior Activities. A combination of structured and informal recreational opportunities are available to seniors at the Cerritos Senior Center at Pat Nixon Park. Seniors may come to the Center to play bingo, watch movies on a giant screen, take dance lessons, learn a new art or craft or sign up for day excursions.

The Center also offers a variety of fitness and wellness programs, educational classes and workshops. In addition, the Center provides counseling and social services including legal aid, tax-preparation assistance, social security, medicare and health.

Community Gymnasiums. The City of Cerritos works cooperatively with ABC Unified School District to provide community-wide access to the gymnasiums at Cerritos and Whitney High Schools. These venues are popular attractions for youth and adult organized sports classes. Approximately 70,000 persons utilized these facilities during the 1999-2000 fiscal year. In addition, the tennis courts at Cerritos High School are available for public use.

Day Camps. Day camps are held throughout the year and provide extended opportunities for children and young adults to socialize and take part in group activities for both educational and social enrichment. The Recreation Services Division conducted 28 different day camps during the 1999 – 2000 fiscal year for children ages 5 through 14.

Adaptive Recreation. The City of Cerritos offers recreational programs specifically for residents with disabilities. The Adaptive Recreation Program is open to all individuals ages 5 years and older, and provides a variety of activities including, sports, crafts, seasonal parties and excursions to local attractions.

Performing Arts Programs. Cerritos Park East's indoor stage provides the facilities for the staging of children's musicals and an annual talent show.

Teen Programs. The Recreation Services Division offers a variety of recreational activities for teenagers during the year. In addition to the variety of sport/fitness classes and leagues, dance, music, aquatics and golf classes, 11 bi-monthly activity nights are held at community centers to provide alternative activities for Cerritos teens.

Teen programs have increasingly become an important aspect of the City's overall recreational program. In order to ensure existing and future programs respond to the needs and desires of the City's youth, City staff, middle school and high school administrators from the ABC Unified School District devised the open-forum concept to gather input from the City's teen population. These forums are designed to define interests and desires for recreational opportunities and programs for teens.

Special Events. A variety of special events, programs and activities are scheduled throughout the year to provide additional opportunities for Cerritos residents to enjoy local recreation, entertainment and community-wide gatherings.

3.2 OTHER OPEN SPACE/RECREATION RESOURCES

3.2.1 OPEN SPACE EASEMENTS

The City of Cerritos utilizes many open space easements as additional open space resources. As shown on Exhibit OSR-1, *Cerritos Regional Park*, Jacob Park, Gridley Park, Liberty Park, and the Iron-Wood Nine Golf Course utilize existing rights-of-way as open space and recreational resources.

3.2.2 GOLF COURSE

The City of Cerritos Iron Wood Nine Golf Course has become one of the more popular nine-hole executive courses in the area. The facility offers nine holes of golf, totaling approximately 2,936 yards. A night-lighted driving range is also available on-site.

3.2.3 INDOOR AND OUTDOOR SWIM FACILITIES

The Cerritos Olympic Swim and Fitness Center is an enclosed 50-meter pool with dressing rooms, press box area and seating capacity for 1,200 spectators. The Swim and Fitness Center includes retractable skylights, illumination and cooling louvers and a solar panel system that collects 96 percent of the energy required to heat the pool water to 84 degrees year-round and 100 percent of the energy required to heat the water used for showers. In addition, the Cerritos Regional County Park provides a 50-meter outdoor swimming pool open during the summer months by Los Angeles County Parks and Recreation.

Swimming classes for children and adults, recreational swimming periods and lap swimming are conducted at both facilities.

3.2.4 BIKEWAYS AND TRAILWAYS

The City provides a variety of bikeways and trailways throughout the City. Exhibit OSR-3, *Bikeways and Trailways Map*. Trailways are located along the San Gabriel River Channel and Coyote Creek flood control facilities.

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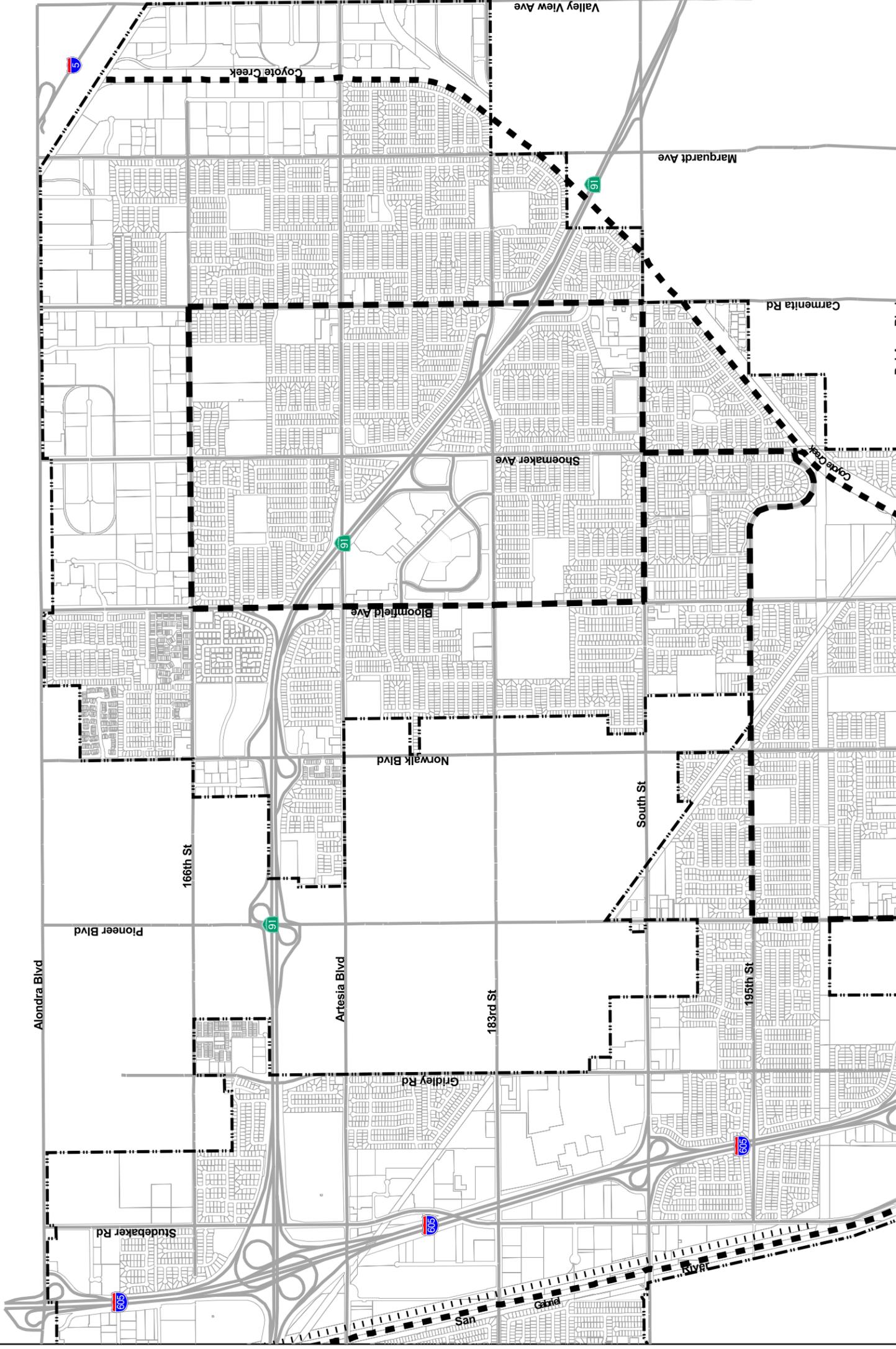
CERRITOS
GENERAL PLAN

LEGEND



1000 0 1000 2000 Feet

Source: GIS Data, City of Cerritos



Bikeways and Trailways Map

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Equestrian Trails

The City of Cerritos takes pride in its ability to provide equestrian facilities for its residents. As shown in Exhibit OSR-3, the City provides equestrian trails along the San Gabriel River Channel and Coyote Creek drainage facilities.

3.2.5 SCHOOL USES

Approximately 23 public and private schools are located within the City of Cerritos. As shown on Exhibit OSR-4, School Facilities, these institutional uses provide additional open space and recreational resources for the City of Cerritos.

Partnerships With Schools

Collaborative agreements between the City of Cerritos and the ABC Unified School District are a crucial component to the City's overall ability to provide resources and programs for its residents. Partnerships and cooperative agreements allow the Recreation Services Division to creatively expand and enrich the community's open space and recreational resources. These partnerships represent successful efforts for sharing resources in the interest of meeting the open space and recreation needs of the community.

The City of Cerritos has forged cooperative joint use agreements with the ABC Unified School district in order to maximize the availability of open space and recreation opportunities for the residents of Cerritos. Currently, the City of Cerritos utilizes resources at Cerritos, Whitney and Gahr High Schools. Refer to Table OSR-3, School Facilities in Cerritos, below.

**Table OSR-3
School Facilities in Cerritos**

School	Acreage
Elementary Schools	
Bragg Elementary	11.51 acres
Carver Elementary	5.28 acres
Cerritos Elementary	9.30 acres
Gonsalves Elementary	8.80 acres
Juarez Elementary	7.05 acres
Leal Elementary	9.44 acres
Nixon Elementary	9.26 acres
Stowers Elementary	9.74 acres
Wittmann Elementary	8.92 acres
<i>Sub-Total</i>	<i>79.27 acres</i>

Table OSR-3 - Continued
School Facilities in Cerritos

School	Acreage
Middle Schools	
Carmenita	11.20 acres
Haskell	12.11 acres
Tetzlaff	18.38 acres
<i>Sub-Total</i>	41.69 acres
High Schools	
ABC Adult	30.18 acres
Southeast ROP	11.61 acres
Cerritos	37.56 acres
Gahr	28.47 acres
Tracy	--
Whitney	15.32 acres
<i>Sub-Total</i>	123.14 acres
Private/Community College	
Concordia Lutheran	4.52 acres
Joy Preschool	0.24 acres
Valley Christian High School	15.09 acres
Valley Christian Middle School	14.85 acres
Cerritos College	74.20 acres
<i>Sub-Total</i>	144.49 acres
TOTAL	388.29 acres
Source: ABC Unified School District, GIS Data, City of Cerritos.	

4.0 OPEN SPACE AND RECREATION PLAN

The Open Space and Recreation Plan for the City of Cerritos details how the City will provide adequate recreation and open space resources to the City’s residents. This section of the Open Space and Recreation Element emphasizes coordination between the City, its internal departments, local agencies and community groups to provide citywide recreation opportunities. The City will enhance its overall open space and recreational to the satisfaction of Cerritos residents.

4.1 PARKLAND STANDARDS

The State of California Planning and Zoning Law (Government Code Sections 65000 through 66037) and The Quimby Act¹ (Government Code

¹ The Quimby Act was established by the California legislature in 1965 to provide parks for the growing communities in the State. The Act only allows cities and counties to establish ordinances requiring new residential subdivisions to provide park/recreation land and/or in-lieu fees as well as specifying acceptable uses and expenditures of such funds.

LEGEND

- Public Elementary
- Public Middle School
- Public High School/Adult School
- Private School
- College
- School District Facilities

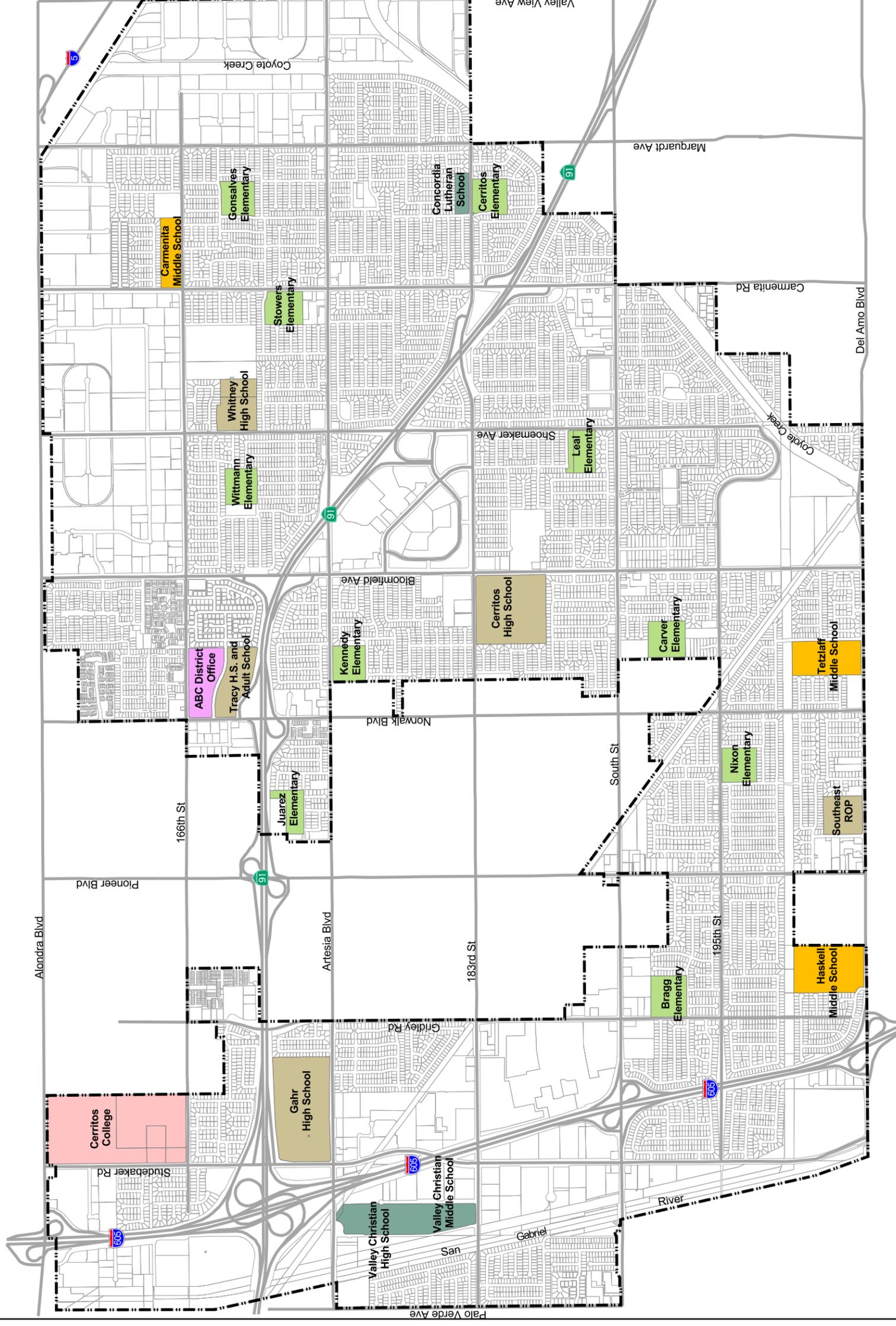


School Name Acres

School Name	Acres
Elementary	
Bragg	11.51
Carver	5.88
Cerritos	9.30
Gonsalves	8.80
Juarez	7.05
Kennedy	9.12
Leal	7.57
Nixon	9.86
Stowers	9.74
Wittmann	8.92
Middle School	
Carmenita	11.90
Haskell	12.11
Tetzlaff	18.36
High School	
Cerritos	37.56
Gahr	28.47
Tracy	15.61
Whitney (Includes Middle School Students)	15.38
Other	
ABC Adult School	14.57
Concordia Lutheran School	4.52
Valley Christian High School	15.09
Valley Christian Middle School	14.85
Southeast ROP	11.61
Cerritos College	74.90



Source: GIS Data, City of Cerritos



School Facilities

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Section 66477) indicate that the legislative body of a municipality or county may, by ordinance, require the dedication of land, the payment of fees in lieu thereof, or a combination of both for park recreational purposes as a condition to the approval for a final tract map or parcel map. In cases where such dedications or fees have not been obtained for particular lots through a map, they may be imposed at the time that building permits are issued.

Among other requirements, the following conditions must be met:

- The ordinance must include definite standards for determining the proportion of a subdivision to be dedicated and the amount of any fee to be paid in lieu thereof; and
- The legislative body has an adopted General Plan containing a Recreation Element, and any proposed park and recreational facilities are in accordance with definite principles and standards contained therein.

The City may also obtain parkland through the methods outlined below.

Area Development Plans. Acting as a Specific Plan, Area Development Plans (ADP) guide, coordinate and regulate the development of property within a given area. These areas have been found and declared to be in some degree different and unique in comparison with other areas of the City due to differences in location; accessibility; natural characteristics of the land; patterns of the land ownership; age and conditions of improvements; characteristics and desires of occupants and other factors. There were 12 ADPs within the City as of February 2003.

Assessment Districts. California state law provides for the establishment of special assessment districts to provide public facilities. Certain types of these districts, mello-roos, can be used to develop and maintain public parks in newly developing areas based upon a vote of current land owners.

Developer Land Dedications and Exactions. The City, at its discretion, may require dedication of land and/or payment of fees for the purpose of providing and preserving open space and recreational facilities and improvements in developing areas as approved in Chapter 17.40 of the Municipal Code.

The City of Cerritos does not have an adopted park standard. However, the City is providing 3.2 acres per 1,000 residents based upon the 2000 Census. Table OSR-4, City of Cerritos Park Development Guidelines, provides an overview of guidelines for park facilities within the City.

Table OSR-4
City of Cerritos Park Development Guidelines

Park Type	Typical Size	Service Area	Typical Facilities
Community	> 10 acres	1 to 1½ miles	Athletic fields, picnic, community centers
Neighborhood	3 to 5 acres	½ mile	Play lot, multi-use courts
Mini	Less than 1 acre	¼ mile	Play lot, open space

4.2 PARKLAND

This Element contains measures to ensure that adequate recreational opportunities are provided for Cerritos residents. The City of Cerritos has approximately 228 acres of parks, which include community, neighborhood and regional parks.

In conformance with government statutes, this Element includes standards determining land requirements for future park sites. Table OSR-5, Existing Parkland Acreages vs. Quimby Act Requirements, provides an overview of existing parking facilities and associated surpluses/deficiencies.

Table OSR-5
Existing Parkland Acreages vs. Quimby Act Requirements

Park Sites	Park Designation	Acreage
Brookhaven Park	Neighborhood	0.7
Cerritos Park East	Community Center	29.9
Cerritos Regional County Park/Sports Complex and Skate Park	Regional	45.5 ¹
Ecology Park	Neighborhood	1.5
El Rancho Verde Park	Neighborhood	5.3
Friendship Park	Neighborhood	3.9
Frontier Park	Neighborhood	2.6
Gonsalves Park	Neighborhood	5.2
Gridley Park	Neighborhood	10.4
Heritage Park	Community Center	15.3
Iron-Wood Golf Course	Golf Course	22.1
Jacob Park	Neighborhood	5.1
Liberty Park	Community Center	10.9
Loma Park	Neighborhood	0.8
Pat Nixon Park/Senior Center	Community Center	3.8
Reservoir Hill Park	Neighborhood	4.6
Rosewood Park	Neighborhood	8.0
Saddleback Park	Neighborhood	1.5
Satellite Park	Neighborhood	1.9
Sunshine Park	Neighborhood	3.7
Westgate Park	Neighborhood	4.5
Total Acreage		187.2
Quimby Target Acreage ²		154.5
Difference (Surplus)		(32.7)

¹ The total park acreage is 86.5 acres; however the City leases and maintains 45.5 acres.
² Using 2000 Census population of 51,488 multiplied by 3 acres per 1,000 population.

4.3 URBAN OPEN SPACE AND RECREATION PROGRAMS

Cerritos will continue to expand and enhance its recreational programs and services to serve the City's population. Actions that will continue the City's high level of recreational services for the Cerritos Community include:

- Develop cooperative arrangements with adjacent jurisdictions and park departments for providing a coordinated set of recreational programs that provide a broader range of recreational programs than are already available.
- Continue to employ cooperative agreements with the ABC Unified School District to provide additional recreational resources.
- Continue to coordinate with various civic and private groups to provide an overall recreation program that is well coordinated and responsive to the needs of the community.

4.4 ASSESSMENT OF RECREATION FACILITY NEEDS

The City conducted a Public Opinion Survey of its residents in July 1999. The survey provided extensive analysis of public opinion and needs related to services provided to the community. A substantial component of the study involved assessing residents' opinions and behavior with respect to recreational activities, programs and facilities in the City of Cerritos. The following themes were apparent in the survey:

- Residents found youth-related recreational programs as the most important aspect of recreational needs.
- Residents indicated after-school recreation and teen recreation activities are services in which the City has the greatest opportunity and need for improvement.
- Utilization of recreational facilities and services was relatively high.

Therefore, the City of Cerritos acknowledges and places a high priority in enhancing the programs and activities residents are most satisfied with.

4.5 VACANT LAND FOR PARKLAND DEVELOPMENT

Future population growth in Cerritos will require the utilization of existing vacant land resources as a means to provide additional open space and recreational resources.

The City has identified vacant parcels, totaling 26.62 acres, as shown in Exhibit LU-1, *Vacant and Underutilized Land* and in Table LU-2, *Summary of Vacant and Underutilized Land*, in the Land Use Element. Meeting future park and recreation needs of the community will require additional analysis of these parcels to determine if their size, location and other land use and environmental constraints make them suitable for parkland.

4.6 RECREATION PROGRAMMING NEEDS

The City of Cerritos seeks to enhance “Family Enrichment” as the theme for recreational activities throughout the City. Family-oriented programs such as “mommy & me,” tap, and a family choir are examples of the type of activities the City would like to continue and expand.

The City provides and seeks to expand family-oriented evening entertainment, such as concerts in the park and outdoor movies.

In keeping with the “Family Enrichment” theme, the City seeks to revolve its recreational programs around the following:

- Teens;
- Families;
- Cultural/Performing Arts; and
- Seniors.

5.0 PLANNING FACTORS, GOALS AND POLICIES

OPEN SPACE IS A VALUABLE RESOURCE

Planning Factor

Open space is a resource that comes in many forms. The variety of open space in the City is a valuable resource.

Goal OSR-1 *Preserve and enhance open space resources in the City to maintain and promote the high-quality of life Cerritos residents enjoy.*

Policies OSR-1.1 Promote the development of aesthetically pleasing landscaped corridors that promote a sense of the natural environment.

OSR-1.2 Work with ABC Unified School District to beautify and encourage the use of school sites as additional community open space resources.

- OSR-1.3 Ensure no net loss of open space acreage occurs.
- OSR-1.4 Promote the development of open space amenities, such as artwork, sitting areas, etc. in parks and other open space areas to encourage their use.
- OSR-1.5 Acquire (purchase and/or lease) abandoned service station sites for use as temporary passive open space when appropriate until a more suitable permanent use is established.



LIMITED RESOURCES FOR NEW OPEN SPACE AND RECREATIONAL FACILITIES OR PROGRAMS

Planning Factor

The City of Cerritos is a built out community. The availability of vacant land resources for open space and recreational resources is severely limited. Therefore, the provision of future open space and recreation amenities must take into account this limited supply of land.

Goal OSR-2 *Provide park and recreation facilities and programs for all those who live and work in the City of Cerritos.*

Policies OSR-2.1 Continue to exceed the State’s and the City’s park guideline of three acres per 1,000 residents.

OSR-2.2 Carefully consider geographic locations, hours of operation and other factors influencing access when evaluating future park and facility locations.

OSR-2.3 Enhance access to and utilization of recreational facilities by those with disabilities.

OSR-2.4 Ensure parks and recreational facilities are developed with amenities that are appropriate to persons of all ages.

Goal OSR-3 *Continue to expand and improve recreational resources within existing facilities.*

Policies OSR-3.1 Strive to update and modernize existing recreational and park facilities through the provision of updated equipment and facilities.

OSR-3.2 Continuously monitor residents' needs so that future development of open space and recreational resources reflect the desires of Cerritos residents.

Goal OSR-4 *Provide for a broad range of recreational facilities.*

Policies OSR-4.1 Ensure recreational resources provide for a variety of recreational needs so that the widest range of Cerritos residents utilize these facilities.

OSR-4.2 Continue to update and modernize existing recreational and park facilities.

MAINTAIN OPEN SPACE IN THE CITY

Planning Factor

Open space in Cerritos is a valuable and scarce resource. Open space not only serves as a place for recreation, it also provides buffers from potential hazards, enhances the aesthetic quality of the environment and provides places for social interaction.

Goal OSR-5 *Preserve existing open space resources.*

Policies OSR-5.1 Ensure that there is no net loss of open space acreage within the City.

OSR-5.2 Provide a GIS-based inventory of existing open space to assist in the management of this resource.

OSR-5.3 Develop a strong partnership with Los Angeles County to cooperatively enhance and/or maintain Cerritos Regional County Park.

Goal OSR-6 *Utilize open space as a means for protecting life, threat of injury or property.*

Policies OSR-6.1 Review opportunities to combine active and passive open space resources that also serve as buffer zones.

OSR-6.2 Maintain existing open space buffers adjacent to flood control facilities, utilities and railroad easements.

RECREATIONAL OPPORTUNITIES

Planning Factor

Cerritos is proud of the range of recreational opportunities available to its residents. Recreational programs provide a safe environment for children, enhance family-oriented activities and promote the health of Cerritos residents. Cerritos strives to continue providing its residents with the highest quality of recreational opportunities.

Goal *OSR-7 Provide a high level of community outreach to inform residents of the variety of recreational programs available.*

Policies *OSR-7.1 Ensure all residents of Cerritos are aware of recreational opportunities through the regular distribution of information about programs.*

OSR-7.2 Continually strive to better inform the community of existing and future recreational programs by improving and expanding the methods of communication (i.e., City’s website, reader boards, newsletters, etc.).

STORMWATER BENEFITS FROM OPEN SPACE

Planning Factor

The City of Cerritos recognizes that open space is beneficial to the environment. In general, storm water and non-storm water runoff from open-space is absorbed into pervious surfaces, thereby reducing the amount of runoff originating in the City and flowing into the storm drain system.

Goal *OSR-8: Preserve existing open spaces and their pervious surfaces.*

Policies *OSR-8.1 Strive to maintain the current ratio of pervious surfaces within the City’s open space.*

Related Goals and Policies: Refer to Goal CON-5 and its associated policies, which address stormwater pollution.

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CHAPTER 9

AIR QUALITY ELEMENT

1.0 INTRODUCTION

The Air Quality Element is intended to protect the public's health and welfare by implementing measures that allow the South Coast Air Basin to attain Federal and State air quality standards. To achieve this goal, the Element sets forth a number of programs to reduce current pollution emissions and to require new development to include measures to comply with air quality standards. In addition, this Element contains provisions to address new air quality requirements.

2.0 AUTHORITY FOR THE ELEMENT

The State of California Government Code Section 65302(d), which provides the statutory requirements for the Conservation Element, also serves as the applicable Government Code section for the Air Quality Element. Further guidance is provided in the 1998 General Plan Guidelines regarding the assessment of air quality impacts in General Plans.¹ Other relevant sections of the Government Code that are applicable to the Air Quality Element include Section 65303, which allows cities to include any other element or address any other subjects that may relate to the physical development of the city.

3.0 SUMMARY OF EXISTING CONDITIONS

Air quality conditions in Cerritos are influenced by many factors, including the topography, climate and the number and type of pollution producers. This section examines these issues and historical pollution levels in the community, as compared to State and Federal air quality standards.

3.1 CLIMATE

Cerritos is located within the South Coast Air Basin. This Basin is a 6,600 square mile area that includes all of Orange County and the non-desert

¹ Source: State of California, Governor's Office of Planning and Research, 1998 General Plan Guidelines, November 1998, page 64.

portions of Los Angeles, Riverside and San Bernardino counties. The South Coast Air Basin is topographically bounded by the Pacific Ocean to the west with the San Gabriel, San Bernardino and San Jacinto mountains to the north and east.

The topography and climate of southern California combine to make the South Coast Air Basin an area of air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and prevents pollutants from dispersing upward and allows pollutants to accumulate within the lower layer. This situation is called a temporary inversion. In addition, light winds during the summer further limit ventilation.

Because of the low average wind speeds in the summer and a persistent daytime temperature inversion, emissions of hydrocarbons and oxides of nitrogen have an opportunity to combine with sunlight in a complex series of reactions producing photochemical oxidant (smog). The smog potential is increased in the basin, because the South Coast region experiences more days of sunlight than any other major urban area except Phoenix, Arizona.

However, the City of Cerritos is rarely affected by the same heat and smog conditions as the Central Los Angeles Basin. Based on its proximity to the Pacific Ocean, Cerritos has a "semi-marine" climate. The ocean plays an important role in affecting local temperatures. As a result of the fairly narrow spread between the warmest and coldest monthly mean sea surface temperature in southern California coastal waters, the relatively warm ocean modifies the climate in Cerritos in winter and provides cooling sea breezes in summer. In the summer breezes travel up the San Gabriel River Channel from the ocean. This breeze serves to disperse pollutants through the air basin.

Additionally, Cerritos is not prone to the effects of Santa Ana winds. Summers are warm to hot with an average temperature of 74 degrees Fahrenheit. Winters are cool with an average temperature of 52 degrees Fahrenheit. The average annual temperature is 70 degrees Fahrenheit. Average annual precipitation is approximately 13 inches. The average high and low humidity readings are 81 percent and 54 percent respectively. The prevailing winds are generally 3 mph from the southwest.

3.2 REGULATORY FRAMEWORK

3.2.1 FEDERAL CLEAN AIR ACT

The 1970 Clean Air Act (CAA) authorized the establishment of the National Ambient Air Quality Standards (NAAQS), and set deadlines for their attainment. The Federal Clean Air Act Amendments of 1990 made major changes in deadlines for attaining NAAQS and in the actions required of areas of the nation that exceeded these standards. Other changes to the 1990 Clean Air Act occurred in 1997. In 1997, after observing the numerous studies citing the adverse effects of ozone under the then existing standards, the EPA changed 1990 ozone standards to reflect a change in averaging times and levels that are considered more appropriate and stringent. Additionally, in 1997 the U.S. EPA changed the particulate matter criteria to provide for more stringent goals for fine air particles.²

3.2.2 CALIFORNIA CLEAN AIR ACT

The 1988 California Clean Air Act (CCAA) requires that all air districts in the State endeavor to achieve and maintain California Ambient Air Quality Standards (CAAQS) for ozone (O₃), carbon monoxide (CO), sulfur oxides (SO₂), and nitrogen oxides (NO₂) by the earliest practical date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources. The Act also gives districts new authority to regulate indirect sources. Each district plan is to achieve a five-percent annual reduction (averaged over consecutive three-year periods) in district-wide emissions of each non-attainment pollutant or its precursors. Any additional development within the region would impede the “no net” increase prohibition, in that further emissions reductions must be affected from all other airshed sources to fit any project development mobile source emissions increase.

A strict interpretation of the “no net” increase prohibition suggests that any general development within the region, no matter how large or small, would have a significant, project-specific air quality impact unless the development-related emissions are offset by concurrent emissions reduction elsewhere within the airshed. Any planning effort for air quality attainment would thus need to consider both State and Federal planning requirements.

² www.epa.gov/oar/oaqps/peg-caa/pegcaa03.html as cited under heading “1997 Changes to the Clean Air Act”.

Table AQ-1
Local Air Quality Levels
(As measured at the North Long Beach Monitoring Station SRA 4)

Pollutant	California Standard	Federal Primary Standard	Year	Maximum ² Concentration	Days (Samples) State/Federal Std. Exceeded
Carbon Monoxide (CO)	20 ppm for 1 hour	35 ppm for 1 hour	1997	8.6	0/0
			1998	8.1	0/0
			1999	7.5	0/0
			2000	9.7	0/0
			2001	6.0	0/0
	9 ppm for 8 hours	9 ppm for 8 hours	1997	6.63	0/0
			1998	6.46	0/0
			1999	5.49	0/0
			2000	5.73	0/0
			2001	4.74	0/0
Ozone (O ₃)	0.09 ppm for 1 hour	0.12 ppm for 1 hour	1997	0.095	1/0
			1998	0.116	2/0
			1999	0.131	2/1
			2000	0.118	3/0
			2001	0.091	1/0
Nitrogen Dioxide (NO ₂)	0.25 ppm for 1 hour	0.053 ppm annual average	1997	0.200	0/0
			1998	0.160	0/0
			1999	0.151	0/0
			2000	0.140	0/0
			2001	0.122	0/0
Sulfur Dioxide (SO ₂)	0.25 ppm for 1 hour	0.14 ppm for 24 hours or 80 µg/m ³ (0.03 ppm) annual average	1997	0.044	0/0
			1998	0.083	0/0
			1999	0.050	0/0
			2000	0.047	0/0
			2001	0.047	0/0
Particulate Matter (PM ₁₀) ^{3,4}	50 µg/m ³ for 24 hours	150 µg/m ³ for 24 hours	1997	87.0	10/0
			1998	69.0	6/0
			1999	79.0	13/0
			2000	105.0	13/0
			2001	74.0	11/0
Fine Particulate Matter (PM _{2.5}) ⁴	N/A	65 µg/m ³ for 24 hours	1997	N/M	N/A
			1998	N/M	N/A
			1999	66.9	N/A/1
			2000	74.5	N/A/3
			2001	72.9	N/A/1

ppm = parts per million
µg/m³ = micrograms per cubic meter
PM₁₀ = particulate matter 10 microns in diameter or less
PM_{2.5} = particulate matter 2.5 microns in diameter or less
N/M = not measured

- NOTES: 1. Data is based on measurements taken at the North Long Beach monitoring station located at 3648 North Long Beach Boulevard, Long Beach, California.
2. Maximum concentration is measured over the same period as the California Standard.
3. PM₁₀ exceedances are based on state thresholds established prior to amendments adopted on June 20, 2002.
4. PM₁₀ and PM_{2.5} exceedances are derived from the number of samples exceeded, not days.

Source: Data obtained from the California Air Resources Board ADAM Data Summaries Website, www.arb.ca.gov/adam/welcome.html.

3.2.3 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

The South Coast Air Quality Management District (SCAQMD) has prepared multiple Air Quality Management Plans (AQMPs) to accomplish the five percent annual reduction goal. The most recent AQMP was published in 1997. To accomplish its task, the AQMP relies on a multi-level partnership of governmental agencies at the Federal, State, regional and local level. These agencies, which include EPA, CARB, local governments, Southern California Association of Governments (SCAG) and the SCAQMD, are the primary agencies that implement the AQMP programs.

1997 AQMP

A 1997 AQMP was prepared and adopted by the SCAQMD on November 15, 1996. The 1997 AQMP was adopted by CARB on January 23, 1997. The 1997 Plan contains two tiers of control measures: short- and intermediate-term, and long-term. Short- and intermediate-term measures are scheduled to be adopted between 1997 and the year 2005. These measures rely on known technologies and other actions to be taken by several agencies that currently have the statutory authority to implement the measures. They are designed to satisfy the Federal CAA requirement of Reasonably Available Control Technology (RACT) and the CCAA requirement of Best Available Retrofit Control Technology (BARCT). There are 37 stationary source and 24 mobile source control measures in this group.

The most recent amendment to the 1997 AQMP is the 1999 Ozone SIP Revision. This revision was adopted by the SCAQMD in December 1999 and ratified by the EPA in April 2000. The provisions of the 1999 SIP Revision are intended to: (1) include new short-term control measures that implement and replace portions of the 1997 long-term measures, (2) expedite the implementation schedule of a portion of the short-term measures in the 1997 AQMP; and (3) revise the adoption and implementation schedule for those 1997 AQMP control measures with lapsed adoption dates.

To ultimately achieve ambient air quality standards, further development and refinement of known low- and zero-emission control technologies, in addition to technological breakthroughs, would be necessary. Long-term measures rely on the advancement of technologies and control methods that can reasonably be expected to occur between 1994 and 2010.

The 1997 AQMP continues to include most of the control measures outlined in the previous 1994 Ozone Plan with minor exceptions, but postpones many marginal measures found to be less cost-effective, drops future indirect-source rules that are now deemed infeasible, and focuses the SCAQMD's efforts on about ten major emission-reduction rules. The

SCAQMD will focus its efforts on seven major rules to reduce volatile organic compounds (VOCs), a key ingredient in smog; and the Plan includes new market-based measures giving businesses greater flexibility in meeting emission-reduction requirements, such as intercredit trading and additional credits for mobile source emission reductions.

The 1997 AQMP shows that measures outlined in the 1994 Ozone Plan are sufficient to attain the Federal health standards for the two most difficult ingredients in smog, PM₁₀ and ground level O₃, by the years 2006 and 2010, respectively. The region already has met the three other Federal health standards for Pb, SO₂ and NO₂.

To help reduce PM₁₀ pollution, the 1997 Plan outlines seven control measures for directly emitted particulates that will reduce emissions from agricultural areas, livestock waste, wood-working operations, construction, and restaurants. The measures will also help control dust from paved and unpaved roads, which accounts for two-thirds of the directly-emitted particulates.

1997 AQMP Control Strategies. The 1997 AQMP's off-road mobile source control measures are based on the EPA's proposed Federal Implementation Plan (FIP) for the South Coast Air Basin. The FIP's proposed control measures are based on a combination of stringent emission standards, declining caps on emission levels and emission/user fees.

3.3 AMBIENT AIR QUALITY STANDARDS

Ambient air quality is described in terms of compliance with Federal and State standards. Ambient air quality standards are the levels of air pollutant concentration considered safe to protect the public health and welfare. They are designed to protect people most sensitive to respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness and persons engaged in strenuous work or exercise. National Ambient Air Quality Standards (NAAQS) were established by the United States Environmental Protection Agency (EPA) in 1971 for six air pollutants. States have the option of adding other pollutants, to require more stringent compliance, or to include different exposure periods.

The California Air Resource Board (CARB) is required to designate areas of the State as attainment, non-attainment or unclassified for any State standard. An "attainment" designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A "non-attainment" designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An

“unclassified” designation signifies that data do not support either an attainment or non-attainment status.

State and Federal ambient air quality standards have been established for the following pollutants: ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), fine particulate matter less than 10 microns in diameter (PM₁₀) and lead. For some of these pollutants, notably O₃ and PM₁₀, the State standards are more stringent than the Federal standards. The State has also established ambient air quality standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. The above-mentioned pollutants are generally known as “criteria pollutants.”

In 1997, the EPA announced new ambient air quality standards for O₃ and PM₁₀. The new standards were intended to provide greater protection of public health. The EPA proposed to phase out the 1- hour O₃ standard and replace it with an 8-hour standard.

In 1997, the EPA also announced new PM_{2.5} standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the U.S. Supreme Court reversed this decision and upheld the EPA’s new standards. Beginning in 2002, based on three years of monitoring data, the EPA will designate areas as non-attainment that do not meet the new PM_{2.5} standards.³

Following the announcement of the new national standards, the SCAQMD began collecting monitoring data to determine the region’s attainment status with respect to the new standards. On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. The ambient annual PM₁₀ standard was lowered from 30 micrograms per cubic meter (µg/m³) to 20 µg/m³. As no ambient annual state standard existed for PM_{2.5}, a new annual standard was established at 12 µg/m³. A 24-hour average standard for both PM₁₀ and PM_{2.5} was retained. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State PM₁₀ standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.⁴ Particulate matter impacts

³ Environmental Protection Agency Website, <http://www.epa.gov/air/aqtrnd97/brochure/pm10.html>

⁴ Staff Report: *Public Hearing to Consider Amendments to the Ambient Air Quality Standards for Particulate Matter and Sulfates*. California Environmental Protection Agency, Air Resources Board, May 3, 2002.

primarily effect infants, children, the elderly and those with pre-existing cardiopulmonary disease.

The South Coast Air Basin has the worst air quality problem in the State. Despite implementing many strict controls, the SCAQMD portions of the basin still fail to meet the Federal air quality for three of the six criteria pollutants: ozone (O₃), carbon monoxide (CO) and fine particulate matter (PM₁₀). Because Federal pollution standards have not been achieved, the basin is considered a non-attainment area for Federal standards for these pollutants. For State standards, the Los Angeles County portion of the basin is designated as non-attainment for O₃ and PM₁₀.⁵

3.4 LOCAL AMBIENT AIR QUALITY

The South Coast Air Quality Management District (SCAQMD) operates several air quality monitoring stations within the Air Basin. The City of Cerritos is located within Source Receptor Area (SRA) 4. The communities within an SRA are expected to have similar climatology and subsequently, similar ambient air pollutant concentrations. The nearest air monitoring stations to the City of Cerritos within SRA 4 is located in the north portion of the City of Long Beach. Air Quality Data from 1997 to 2001 for the North Long Beach Monitoring Station is provided in Table AQ-1, Local Air Quality Levels.

Local air quality in Cerritos is influenced by the presence of three freeways that traverse the City: I-605, SR-91, and I-5. These freeways carry a large amount of regional traffic, and thus, generate large amounts of vehicular emissions from both automobiles and trucks.

3.5 SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than are the general population. Sensitive populations (sensitive receptors) who are in proximity to localized sources of toxins and carbon monoxide are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers and retirement homes.

⁵ Data from California Air Resources Board web-site www.arb.ca.gov/design/adm/sld001.htm. Although the site shows 1999 data, it has been verified by RBF Consulting personnel with Ms. Marci Langstrom of the Planning and Technical Support Division of the California Air Resources Board that the 1999 attainment status is valid at the time of this writing.

3.6 TOXIC AIR CONTAMINANTS (TACs)

SCAQMD implements TAC controls through Federal, State and local programs. Federally, TACs are regulated by EPA under Title III of the CAA. At the State level, the CARB has designated all 243 Federal hazardous air pollutants as TACs, under the authority of AB 1807. The Air Toxic Hot Spots Information and Assessment Act (AB 2588) requires inventories and public notices for facilities that emit TACs. Senate Bill 1731 amended AB 2588 to require facilities with “significant risks” to prepare a risk reduction plan (reflected in SCAQMD Rule 1402). SCAQMD also regulates source-specific TACs.

The City of Cerritos, as a local government, will be primarily responsible for implementing the transportation and land use measures included in the AQMP and reducing emissions in the areas of energy conservation, dust control and trip reduction. This may be done, in part, through the adoption of this Air Quality Element as part of the City's General Plan.

4.0 PLANNING FACTORS, GOALS AND POLICIES

Air quality is a regional issue affecting the entire South Coast Air Basin (SCAB), which includes the City of Cerritos. The SCAB has been in violation with state and federal air quality standards for the past several years. In an effort to attain air quality standards, this section of the Cerritos Air Quality Element identifies goals and policies to reduce the generation of pollutants. Specifically, this section focuses on improving air quality through the reduction of total air emissions, education of the public on pollution control measures and encouraging the best use of available technologies.

LAND USE PLANNING

Planning Factor

Land use decisions influence the distribution, density and location of housing, employment and other land uses within the City of Cerritos. The widespread distribution of land use types contribute to reductions in air quality.

Goal AQ-1 *Reduce air pollution through proper land use and regulatory planning.*

Policies AQ-1.1 Cooperate with the South Coast Air Quality Management District, Gateway Cities Council of Governments and the Southern California Association of Governments in their effort to

implement provisions of the region's Air Quality Management Plan, as amended.

- AQ-1.2 Cooperate and participate in regional air quality management plans, programs and enforcement measures.
- AQ-1.3 Reduce air pollutant emissions by mitigating air quality impacts associated with development projects to the greatest extent feasible.
- AQ-1.4 Through the City's development review processes, monitor air pollutant emissions by mitigating air quality impacts, to the greatest extent feasible, associated with industrial and commercial uses within the City's jurisdiction.
- AQ-1.5 Continue to work with local industries and regulatory agencies to monitor, regulate and provide a quick response and communication with the community in the event of an emergency impacting air quality.
- AQ-1.6 Support the Gateway Cities Council of Government's legislative efforts to address emission impacts resulting from the movement of goods within and through the Los Angeles Basin.

■ ■ ■

TRANSPORTATION

Planning Factor

Automobile use in Southern California is virtually a necessity for many people. The necessity of transportation contributes substantially to poor air quality. Automobile trips to and from employment constitutes the primary contributor to poor air quality. Reducing the need for such trips will significantly contribute to improved air quality.

Goal AQ-2 *Improve air quality by reducing the amount of vehicular emissions in Cerritos.*

Policies AQ-2.1 Promote and encourage ride sharing activities, including such programs as preferential parking and park-and-ride lots on privately owned property within the community.

- AQ-2.2 Encourage employer rideshare and transit incentives programs by local businesses within the community.
- AQ-2.3 Encourage businesses to alter truck delivery routes and local delivery schedules during peak hours, or switch to off-peak delivery hours.
- AQ-2.4 Promote state and federal legislation that would improve vehicle/transportation technology and cleaner fuels.

Related Goals and Policies: Refer to Goal CIR-6 and CIR-8 and their associated policies in the Circulation Element. Goal CIR-6 addresses transportation demand management and Goal CIR-8 addresses public transportation.

■ ■ ■

REDUCE PARTICULATE EMISSIONS

Planning Factor

The generation of particulate emissions is a direct consequence of growth. Reductions in particulate emissions will have a positive effect on air quality.

Goal AQ-3 *Reduce particulate emissions to the greatest extent feasible.*

Policies AQ-3.1 Adopt incentives, regulations and/or procedures to minimize particulate emissions from grading operations and building construction.

 AQ-3.2 Promote the landscaping and screening of undeveloped and/or underutilized parcels of land to prevent erosion and dust generation.

■ ■ ■

REDUCE ENERGY CONSUMPTION

Planning Factor

Conservation of energy resources reduce the production of emissions. Cerritos understands air quality improvements can be realized through the conservation of energy resources.

- | | | |
|-----------------|--------|---|
| Goal | AQ-4 | <i>Reduce emissions through reduced energy consumption.</i> |
| Policies | AQ-4.1 | Promote energy conservation in all sectors of the City including residential, commercial and industrial. |
| | AQ-4.2 | Promote local recycling of wastes and the use of recycled materials. |
| | AQ-4.3 | Adopt incentives and regulations to reduce emissions from swimming pool heaters and residential and commercial water heaters. |

Related Goals and Policies: Refer to Goal CIR-8 and its associated policies in the Circulation Element, which address the need to provide a public transportation system that meets the needs of the community. Also, refer to Goal CON-6 and its associated policies in the Conservation Element, which address tree preservation and enhancement of the City's "Community Forest".



CHAPTER 10

NOISE ELEMENT

1.0 INTRODUCTION

The Noise Element of the General Plan provides a framework to limit noise exposure within the City. Existing and future noise environments and the compatibility of land uses are considered in the Element, as well as sensitive receptors and generators of stationary noise. Projected noise levels are included to help guide future land use policy and prevent high noise levels in sensitive areas at buildout. In addition, noise contours in the form of community noise equivalent level (CNEL) or day-night average level (Ldn) are provided for all referenced sources.

Various measures are described in order to mitigate potential noise conflicts. These measures are designed to lessen impacts from unavoidable noise conflicts within the City of Cerritos. The Noise Element also serves as a guideline for compliance with the State's Noise Insulation Standards.

2.0 AUTHORITY FOR THE ELEMENT

The State of California Government Code Section 65302(f) requires that a General Plan include:

"..a noise element which shall identify and appraise noise problems in the community. The Noise Element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify...current and projected noise levels for all of the following sources: (1) highways and freeways; (2) primary arterials and major local streets; (3) passenger and freight on-line railroad operations and ground rapid transit systems; (4) commercial, general aviation, heliport, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation; (5) local industrial plants, including but not limited to, railroad classification yards; (6) other ground stationary noise sources identified by local agencies as contributing to the community noise environment."

3.0 SUMMARY OF EXISTING CONDITIONS

3.1 NOISE SCALES AND DEFINITIONS

Decibels (dB) are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dB higher than another is judged to be twice as loud; and 20 dB higher four times as loud; and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). The A-weighted sound pressure level is the sound pressure level, in decibels, as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear. Examples of various sound levels in different environments are shown in Table N-1, *Sound Levels and Human Response*.

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time. These methods include: 1) the Community Noise Equivalent Level (CNEL); 2) the Equivalent Sound Level (Leq); and 3) the Day/Night Average Sound Level (Ldn).

3.1.1 COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

The predominant community noise rating scale used in California for land use compatibility assessment is the Community Noise Equivalent Level (CNEL). The CNEL rating represents the average of 24 hourly readings of equivalent levels, known as Leq's, for a 24-hour period based on an A-weighted decibel with upward adjustments added to account for increased noise sensitivity in the evening and night periods. These adjustments are +5 dBA for the evening, 7:00 p.m. to 10:00 p.m., and +10 dBA for the night, 10:00 p.m. to 7:00 a.m. CNEL may be indicated by "dBA CNEL" or just "CNEL."

Table N-1
Sound Levels and Human Response

Noise Source	Db(A) Noise Level	Response
	150	
Carrier Jet Operation	140	Harmfully Loud
	130	Pain Threshold
Jet Takeoff (200 feet; thence.) Discotheque	120	
Unmuffled Motorcycle Auto Horn (3 feet; thence.) Rock 'n Roll Band Riveting Machine	110	Maximum Vocal Effort Physical Discomfort
Loud Power Mower Jet Takeoff (2000 feet; thence.) Garbage Truck	100	Very Annoying Hearing Damage (Steady 8- Hour Exposure)
Heavy Truck (50 feet; thence.) Pneumatic Drill (50 feet; thence.)	90	
Alarm Clock Freight Train (50 feet; thence.) Vacuum Cleaner (10 feet; thence.)	80	Annoying
Freeway Traffic (50 feet; thence.)	70	Telephone Use Difficult
Dishwashers Air Conditioning Unit (20 feet; thence.)	60	Intrusive
Light Auto Traffic (100 feet; thence.)	50	Quiet
Living Room Bedroom	40	
Library Soft Whisper (15 feet; thence.)	30	Very Quiet
Broadcasting Studio	20	
	10	Just Audible
	0	Threshold of Hearing
Source: Melville C. Branch and R. Dale Beland, Outdoor Noise in the Metropolitan Environment, 1970, page 2.		

3.1.2 LEQ

The Leq is the sound level containing the same total energy over a given sample time period. The Leq can be thought of as the steady sound level which, in a stated period of time, would contain the same acoustic energy as the time-varying sound level during the same period. Leq is typically computed over 1, 8 and 24-hour sample periods.

3.1.3 DAY NIGHT AVERAGE (LDN)

Another commonly used method is the day/night average level or Ldn. The Ldn is a measure of the 24-hour average noise level at a given location. It was adopted by the United States Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the Leq. The Ldn is calculated by averaging the Leq's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 p.m. to 7:00 a.m.), by 10 dBA to account for the increased sensitivity of people to noises that occur at night.

3.1.4 OTHER NOISE MATRICES

The maximum noise level recorded during a noise event is typically expressed as Lmax. The sound level exceeded over a specified time frame can be expressed as Ln (i.e., L₉₀, L₅₀, L₁₀, etc.). L₅₀ equals the level exceeded 50 percent of the time, L₁₀ ten percent of the time, etc.

As previously mentioned, people tend to respond to changes in sound pressure in a logarithmic manner. In general, a 1 dBA change in the sound pressure levels of a given sound is detectable only under laboratory conditions. A 3 dBA change in sound pressure level is considered a detectable difference in most situations. A 5 dBA change is readily noticeable and a 10 dBA change is considered a doubling (or halving) of the subjective loudness. It should be noted that a 3 dBA increase or decrease in the average traffic noise level is realized by a doubling or halving of the traffic volume; or by about a 7 mile per hour (mph) increase or decrease in speed.

For each doubling of distance from a point noise source, the sound level will decrease by 6 dBA. In other words, if a person is 100 feet from a machine, and moves to 200 feet from that source, sound levels will drop approximately 6 dBA. For each doubling of distance from a line source, like a roadway, noise levels are reduced by 3 to 5 decibels, depending on the ground cover between the source and the receiver.

Noise barriers can provide approximately a 5 dBA CNEL noise reduction (additional reduction may be provided with a barrier of appropriate height, material, location and length). A row of buildings provides up to 5 dBA CNEL noise reduction with a 1.5 dBA CNEL reduction for each additional row up to a maximum reduction of approximately 10 dBA. The exact degree of noise attenuation depends on the nature and orientation of the structure and intervening barriers.

3.2 NOISE STANDARDS

3.2.1 FEDERAL NOISE STANDARDS

The United States Noise Control Act of 1972 (NCA) recognized the role of the Federal government in dealing with major commercial noise sources in order to provide for uniform treatment of such sources. As Congress has the authority to regulate interstate and foreign commerce, regulation of noise generated by such commerce also falls under congressional authority. The Federal government specifically preempts local control of noise emissions from aircraft, railroad and interstate highways.

The EPA has identified acceptable noise levels for various land uses, in order to protect public welfare, allowing for an adequate margin of safety, in addition to establishing noise emission standards for interstate commerce activities.

3.2.2 STATE NOISE STANDARDS

The Office of Noise Control in the State Department of Health Services has developed criteria and guidelines for local governments to use when setting standards for human exposure to noise and preparing noise elements for General Plans. These guidelines include noise exposure levels for both exterior and interior environments. In addition, Title 25, Section 1092 of the California Code of Regulations, sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. The State indicates that locating units in areas where exterior ambient noise levels exceed 65 CNEL is undesirable. Whenever such units are to be located in such areas, the developer must incorporate into building design construction features which reduce interior noise levels to 45 dBA CNEL. Tables N-2, N-3, and N-4 summarize standards adopted by various local, State, and Federal agencies. Table N-3, *Noise and Land Use Compatibility Matrix*, presents criteria used to assess the compatibility of proposed land uses with the noise environment. Table N-4, *State Interior and Exterior Noise Standards*, indicates standards and criteria that specify acceptable limits of noise for various land uses throughout Cerritos. These standards and criteria will be incorporated into the land use planning process to reduce future noise and land use incompatibilities. These tables are the primary tools that allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

Table N-2
Cerritos Noise Standards By Use

Zone or Development Area	Maximum Sound Levels dB(A)
Residential or Agricultural	50
Commercial	60
Industrial	70

Table N-3
Noise and Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure			
	Ldn or CNEL, dBA			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density	50-60	55-70	70-75	75-85
Residential- Multiple Family	50-65	60-70	70-75	75-85
Transient Lodging-Motel, Hotels	50-65	60-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-65	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	NA	65-85
Sports Arenas, Outdoor Spectator Sports	NA	50-75	NA	70-85
Playgrounds, Neighborhood Parks	50-70	NA	67.5-75	72.5-85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	NA	70-80	80-85
Office Buildings, Business Commercial and Professional	50-70	67.5-77.5	75-85	NA
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	75-85	NA

Source: Modified from U.S. Department of Housing and Urban Development Guidelines and State of California Standards.

NOTES:

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable: New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

NA: Not Applicable

Table N-4
State Interior and Exterior Noise Standards

Land Use Categories		CNEL	
Categories	Uses	Interior ¹	Exterior ²
Residential	Single-Family, Duplex, Multiple-Family	45 ³	65
	Mobile Home	--	65 ⁴
Commercial Industrial Institutional	Hotel, Motel, Transient Lodging	45	--
	Commercial Retail, Bank, Restaurant	55	--
	Office Building, Research and Development, Professional Offices, City Office Building	50	--
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--
	Gymnasium (Multipurpose)	50	--
	Sports Club	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--
	Movie Theaters	45	--
Institutional	Hospital, Schools' Classrooms/Playgrounds	45	65
	Church, Library	45	--
Open Space	Parks	--	65

NOTES:

1. Indoor environmental including: Bathrooms, closets, corridors.
2. Outdoor environment limited to: Private yard of single family
Multi-family private patio or balcony which is served by a means of exit from inside the dwelling
Balconies 6 feet deep or less are exempt
Mobile home park
Park's picnic area
School's playground
3. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
4. Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL.

3.2.3 CITY NOISE STANDARDS

The City of Cerritos maintains a comprehensive Noise Ordinance within the Municipal Code that sets standards for noise levels citywide and provides the means to enforce the reduction of obnoxious or offensive noises. Section 22.80.480 establishes noise standards and enforcement procedures.

CITY NOISE ORDINANCE

The City Noise Ordinance (Section 22.80.480) establishes outdoor and indoor noise standards. The Ordinance is designed to control unnecessary, excessive and annoying sounds generated on one piece of property from impacting an adjacent property, and to protect residential areas from noise sources, including noise generated by traffic. Between the hours of 7:00 p.m. and 7:00 a.m., the noise standards are more stringent than during the day hours of 7:00 a.m. to 7:00 p.m.

The Noise Ordinance prohibits stationary noise sources to exceed the following during the hours of 7:00 a.m. to 7:00 p.m.:

- The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour;
- The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour; or
- The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour.

The noise environment of Cerritos is dominated by vehicular traffic including vehicular generated noise along Interstate 605 (I-605), Interstate 5 (I-5), State Route 91 (SR-91), and primary and secondary arterials. In addition, a number of other sources contribute to the total noise environment. These noise sources include construction activities, power tools and gardening equipment, loudspeakers, auto repair, radios, children playing and dogs barking. In order to provide a description of the existing noise environment in Cerritos, noise contours were quantified for highway and local street traffic. As referenced in Table N-5, *Field Noise Measurements*, field noise measurements were taken at various locations in the City to reflect ambient noise levels primarily in the vicinity of sensitive uses (i.e., schools, residences, churches, hospitals, etc.).

3.3 EXISTING NOISE CONDITIONS

3.3.1 TRAFFIC NOISE

Traffic noise levels can be reliably predicted using formulas that take into account traffic volume, speed and percentage of trucks. Existing noise contours were calculated for all the City's primary and major arterials, as well as the three freeways (I-605, I-5, and SR-91) that traverse the City. In addition a number of secondary and commuter streets were modeled as well. Noise generation for each roadway segment was calculated and the distance to the 60, 65, and 70 dBA CNEL contours was determined. (A noise contour is a line behind which the noise level does not exceed a certain value. For instance, the 60 dBA CNEL contour indicates that the CNEL between the street and the contour line is equal to, or greater than 60 dBA; the CNEL beyond the contour line - away from the street - is less than 60 dBA). Refer to Exhibit N-1, Existing Noise Contours, for the approximate location of existing noise contours based on average daily traffic (ADT).

In an effort to reduce the effects of roadway noise on the local population, the City of Cerritos expended several million dollars and constructed sound walls adjacent to all freeways in the City. These sound walls have been constructed to greater design standards than Caltrans requirements.

3.3.2 STATIONARY NOISE SOURCES

Commercial and industrial land uses located near residential areas currently generate occasional noise impacts. The primary noise sources associated with these facilities are caused by delivery trucks, air compressors, generators, outdoor loudspeakers and gas venting. Other significant stationary noise sources in the City include noise from construction activity, street sweepers and gas-powered leaf blowers. Residential land uses and areas identified as noise-sensitive must be protected from excessive noise from stationary sources including commercial and industrial centers. These impacts are best controlled through effective land use planning and application of the City Noise Ordinance.

3.3.3 OTHER STATIONARY NOISE SOURCES

Los Cerritos Center

The Los Cerritos Center is a retail/commercial mall in the City of Cerritos, and is a major contributor to traffic noise generation. The Center is located along Gridley Road between 183rd Street and South Street, with the I-605

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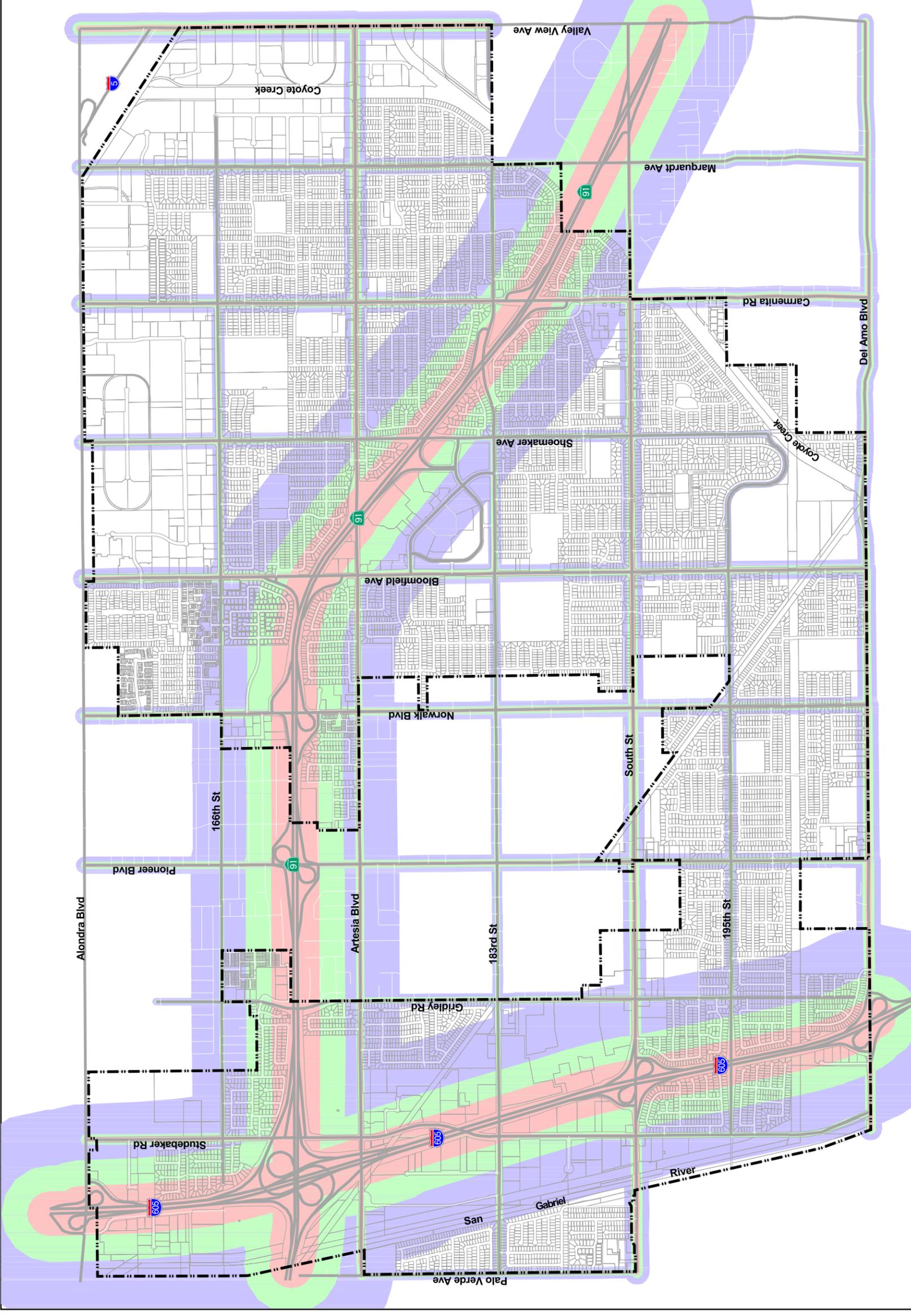
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CERRITOS
GENERAL PLAN

- LEGEND**
- Noise Levels
- 70 CNEL
 - 65 CNEL
 - 60 CNEL
- City Limits

Note: The noise contours shown on the map reflect traffic noise only. The traffic volumes for arterial roadways are based upon the ADTs shown in the Cerritos General Plan traffic analysis, prepared by Kimley Horn & Associates, dated December 2001. ADTs for the 91 Freeway and 605 Freeway were obtained from traffic data provided on the Caltrans website, www.dot.ca.gov, February 2002.



Source: GIS Data, City of Cerritos



JN: 10100483
 May 24, 2004



Existing (2001) Noise Contours

Exhibit N-1

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located adjacent to the west. The facility includes five department stores (Nordstrom, Robinsons-May, Macy's, Mervyn's and Sears) and over 160 specialty shops. Operating hours are from 10:00 a.m. to 9:00 p.m., Monday through Friday; 10:00 a.m. to 8:00 p.m. on Saturdays and 11:00 a.m. to 7:00 p.m. on Sundays.

Cerritos Auto Square

The Cerritos Auto Square is a major auto mall and a significant generator of traffic noise within the City. The Auto Square is located along Studebaker Road between 183rd Street and South Street, with the I-605 freeway located adjacent to the east. The facility includes 15 dealerships offering a total of 23 various makes of vehicles. The Auto Square's close proximity to the Los Cerritos Center increases traffic noise impacts to the surrounding area.

Cerritos Towne Center

The Cerritos Towne Center is a master planned area bounded by Shoemaker Avenue, 183rd Street, Bloomfield Avenue and the Artesia Freeway (SR-91). The project area includes office, retail, hotel and entertainment uses. The Towne Center includes the Cerritos Center for the Performing Arts, a 203-room Sheraton Hotel and more than one million square feet of office space. The retail portion of the project includes seven major tenants (Best Buy, Edwards Stadium 10 theaters, Kohl's, Office Max, Ross Dress for Less, Trader Joe's and Wal-Mart) and over 40 specialty shops and restaurants. Operation hours vary by store.

Cerritos Center for the Performing Arts

The Cerritos Center for the Performing Arts is located between Bloomfield Avenue and Shoemaker Avenue, approximately one-quarter mile south of the SR-91 freeway. The Center hosts a variety of events, including musical performances and theatrical productions and has a capacity of 1,700 patrons. Weekday events occur after 7:00 p.m. while weekday performances range from approximately 2:00 p.m. to 11:00 p.m.

AMBIENT NOISE

In order to describe the ambient or background noise level throughout the City, noise measurement samples were taken. The locations included a mix of public schools, private schools, preschools (childcare centers), churches, hospitals, parks and a senior day activity center. The numerous locations shown in Exhibit N-2, *Noise Sensitive Land Uses*, are distributed throughout the City in order to provide an overall understanding of the noise environment. Noise monitoring equipment used for the ambient noise survey consisted of a Larson Davis Laboratories Model LDL 820 sound level analyzer equipped with a Bruel & Kjaer (B&K) Type 4176 ½" microphone.

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GENERAL PLAN

LEGEND

Noise Sensitive Land Uses



Parks



Schools



Senior Center



Churches



City Limits

Note:

Numbers correspond to Site Numbers on Table 4.6-6.

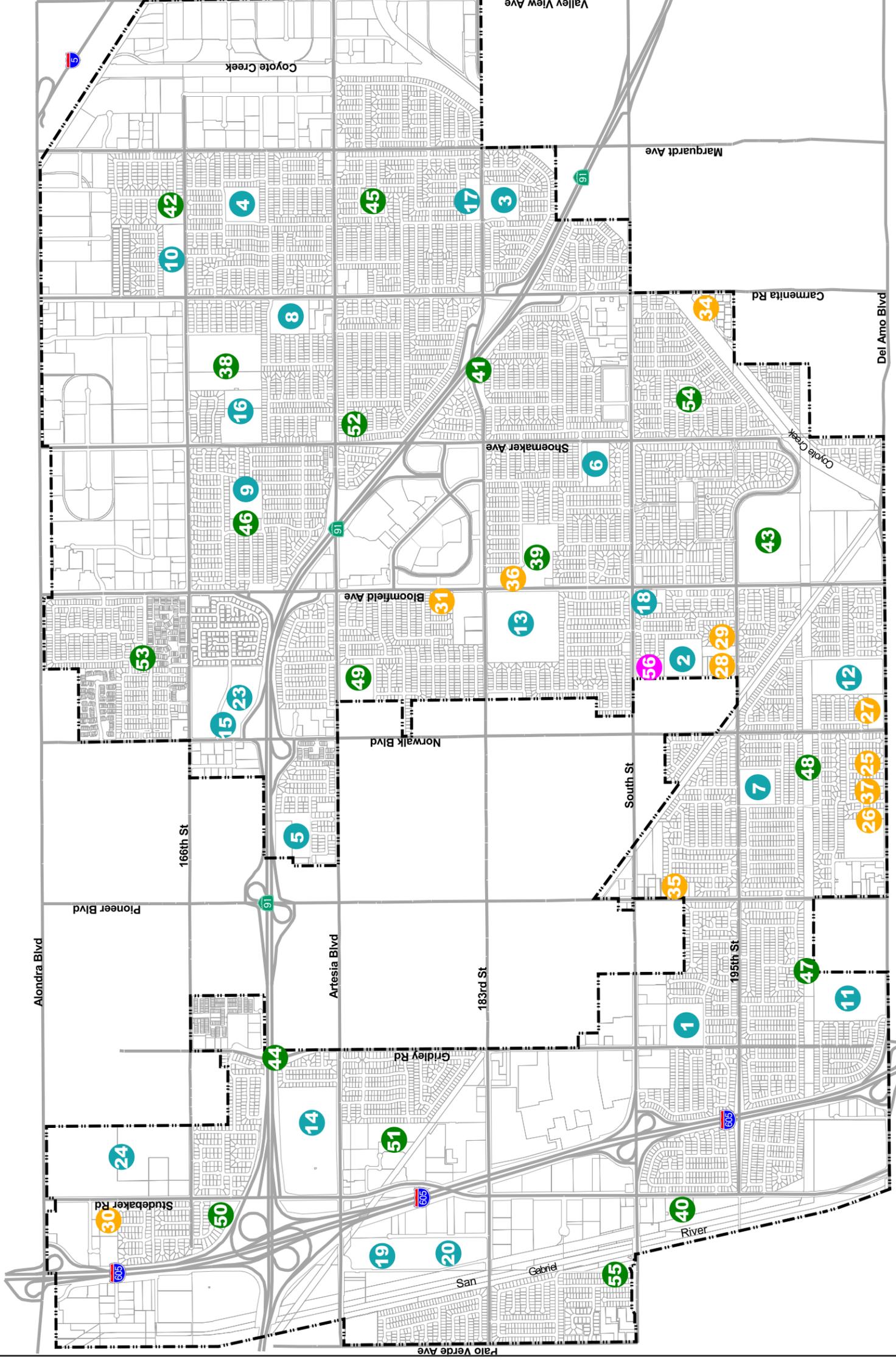
Number 25 also includes Numbers 21, 22, and 33

Number 17 also includes Number 32



1000 0 1000 2000 Feet

Source: RBF Consulting



Noise Sensitive Land Uses

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The instrumentation was calibrated prior to use with a B&K Type 4230 acoustical calibrator to ensure the accuracy of the measurements, and complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters.

The noise measurement locations also functioned as noise sensitive indicators. These noise sensitive indicators are uses such as schools and hospitals, which have a lower tolerance for noise than do industrial and commercial activities or normal residential uses. Noise levels measured at these locations are reported in Table N-5, Field Noise Measurements.

Table N-5
Field Noise Measurements

Site No.	Sensitive Receptor	Leq dBA	Lmax dBA
1	Bragg Elementary School	74.6	89.1
2	Carver Elementary School	72.5	85.9
3	Cerritos Elementary School	75.1	89.8
4	Gonsalves Elementary School	68.7	89.1
5	Juarez Elementary School	72.5	81.6
6	Leal Elementary School	72.0	93.9
7	Nixon Elementary School	77.8	97.3
8	Stowers Elementary School	71.5	93.5
9	Wittman Elementary School	68.7	82.2
10	Carmenita Middle School	73.2	86.0
11	Haskell Middle School	74.1	85.7
12	Tetzlaff Middle School	77.9	89.9
13	Cerritos High School	79.2	95.6
14	Gahr High School	78.7	94.7
15	Tracy High School	78.7	88.5
16	Whitney High School	73.2	84.7
17	Concordia Lutheran School	73.3	86.1
18	Joy Preschool	73.8	89.9
19	Valley Christian High School	75.8	96.4
20	Valley Christian Middle School	75.8	96.4
21	Desert Reign Preschool	78.2	97.0
22	Desert Reign Middle School	78.2	97.0
23	ABC Adult School	78.7	88.5
24	Cerritos College	80.3	95.6
25	Cerritos First Assembly of God	78.2	97.0
26	Cerritos Baptist Church	77.9	89.8
27	Cerritos Church of the Nazarene	80.3	98.3
28	Cerritos Mission Church	73.8	89.9

Table N-5
Field Noise Measurements - Continued

Site No.	Sensitive Receptor	Leq dBA	Lmax dBA
29	Chinese Church of Christ	73.8	89.9
30	Church /Institute of Latter Day Saints	82.1	96.0
31	Church of Latter Day Saints	80.7	92.0
32	Concordia Lutheran Church	73.3	86.1
33	Desert Reign Assembly of God	78.2	97.0
34	Korean Hope Christian Church	82.1	104.9
35	Living Water Mission Church	78.4	91.3
36	St. John Lutheran Church	79.0	95.6
37	Berean Chapel	78.2	97.0
38	Cerritos Park East	78.7	96.2
39	Heritage Park	79.2	95.6
40	Liberty Park	74.7	88.8
41	Brookhaven Park	76.2	96.5
42	Gonsalves Park	73.2	86.0
43	Cerritos Regional County Park	73.5	86.7
44	Ecology Park	77.1	90.9
45	Friendship Park	69.6	91.3
46	Frontier Park	79.6	101.2
47	Gridley Park	65.3	86.6
48	Jacob Park	68.0	82.3
49	Loma Park	72.8	88.2
50	Reservoir Hill Park	79.4	92.4
51	Rosewood Park	74.1	90.6
52	Saddleback Park	72.8	95.2
53	Satellite Park	64.5	81.6
54	Sunshine Park	58.5	66.9
55	Westgate Park	70.9	87.7
56	Cerritos Senior Center at Pat Nixon Park	83.4	93.3

Source: Noise monitoring survey conducted by RBF Consulting on October 2 and 3, 2000.

4.0 NOISE CONTOURS

Exhibits N-1 and N-3 provide existing and expected 2020 noise contours along many of the City's major and secondary arterials and the two freeways that traverse the City. Tables are included in the General Plan Environmental Impact Report that indicate traffic volumes on designated roadway segments.

The exhibits display the average daily traffic (ADT) volume noise levels at 100 feet from the roadway centerline and the distance from the roadway centerline to the 70, 65 and 60 dBA CNEL contours. Tables in the Circulation Element indicate traffic volumes on designated street segments. Surface traffic noise has the greatest impact on the noise environment of Cerritos' residential and sensitive-receptor properties. Contours between 55 and 60 dBA CNEL are common along City collector streets, while 65 dBA CNEL or great contours are common along major streets.

The inclusion of an area within a 60 or 65 CNEL contour on Exhibit N-1 or N-3 indicates that noise levels are high enough to be of potential concern, but does not imply that excessive noise levels are present uniformly on all sites within the area. Buildings, walls, berms, and changes in topography affect noise levels. Some locations may be screened from noise impact by the presence of one or more of these features.

Exhibit N-3 shows projected 60 dB contours ranging between approximately 74 feet and 334 feet from the roadway centerlines. The 65 dB contour ranges between 34 feet and 155 feet along the roadways modeled. This impacts existing residential neighborhoods and school facilities located throughout the City, as identified below:

- Along Artesia Boulevard from Bloomfield to Shoemaker;
- Along Artesia Boulevard from Shoemaker to Carmenita; and
- Along Carmenita Road north of 166th.

In the City of Cerritos, soundwalls are adjacent to residential or other noise-sensitive uses along major thoroughfares. These soundwalls serve as a noise barrier and as noise attenuation. The three roadway segments along Artesia Boulevard and Carmenita that exceed the noise thresholds are adjacent to residential areas and have soundwalls that exceed six feet in height and block the line-of-sight from the residences to the roadway. Since the walls along Artesia Boulevard and Carmenita Road are over six feet tall, attenuation levels are expected to be between 3 – 5 dBA. All other noise impacts are located within commercial or industrial areas in the City, which are not identified as sensitive receptors.

5.0 DESCRIPTION OF NOISE PLAN

Transportation noise is the most serious noise problem in Cerritos. However, local government has little direct control of transportation noise at the source. State and federal agencies have the responsibility to control vehicle noise emission levels. The most effective method the City has to mitigate transportation noise is by reducing noise impact on the community. Mitigation through site planning and the design and construction of a noise barrier (generally a wall or berm) are the most common ways of alleviating traffic noise impacts in existing urban environments.

TYPICAL NOISE ATTENUATION TECHNIQUES

Noise impacts can be mitigated in three basic ways: by reducing the sound level of the noise generator, by increasing the distance between the source and receiver, and by insulating the receiver.

Noise reduction can be accomplished by placement of walls, landscaped berms, or a combination of the two, between the noise source and the receiver. Generally, effective noise shielding requires a solid barrier with a mass of at least four pounds per square-foot of surface area which is large enough to block the line of sight between source and receiver. Variations may be appropriate in individual cases based on distance, nature and orientation of buildings behind the barrier, and a number of other factors. Garages or other buildings may be used to shield dwelling units and outdoor living areas from traffic noise.

In addition to site design techniques, noise insulation can be accomplished through proper design of buildings. Nearby noise generators should be recognized in determining the location of doors, windows and vent openings. Sound-rated windows (extra thick or multi-paned) and wall insulation are also effective. None of these measures, however, can realize their full potential unless care is taken in actual construction: doors and windows fitted properly; openings sealed; joints caulked; plumbing adequately insulated from structural members.

And, of course, sound-rated doors and windows will have little effect if left open. This may require installation of air conditioning for adequate ventilation. The chain of design, construction and operation is only as effective as its weakest link.

Noise impacts can be reduced by insulating noise sensitive uses, such as residences, schools, libraries, hospitals, nursing and carehomes and some types of commercial activities. But perhaps a more efficient approach involves limiting the level of noise generation at the source. State and Federal statutes have largely preempted local control over vehicular noise

emissions but commercial and industrial operations and certain residential activities provide opportunities for local government to assist in noise abatement. Local ordinances may establish maximum levels for noise generated on-site. This usually takes the form of limiting the level of noise permitted to leave the property where it may impact other uses.

Although vehicular noise emissions standards are established at the State and Federal levels, local agencies can play a significant part in reducing traffic noise by controlling traffic volume and congestion. Traffic noise is greatest at intersections due to acceleration, deceleration and gear shifting. Measures such as signal synchronization can help to minimize this problem. Likewise, reduction of congestion aids in reduction of noise. This can be accomplished through the application of traffic engineering techniques such as channelization of turning movements, parking restrictions, separation of modes (bus, auto, bicycle, pedestrian) and restrictions on truck traffic.

Noise reduction through reduction of traffic volumes can also be accomplished with incentive programs for use of public transit facilities and high-occupancy vehicles, staggering of work hours and land use controls. Vehicle trips can be turned into pedestrian trips with integration of housing and employment into the same project or area, construction of high-density, affordable housing in proximity to employment, shopping and public transit facilities and other techniques.

NOISE AND LAND USE PLANNING INTEGRATION

Information relative to the existing and future noise environments within Cerritos should be integrated into future land use planning decisions. The Element presents the existing and future noise environments so that the City will include noise impact considerations in development programs. Noise and land use compatibility guidelines are presented, as well as noise standards for new developments. Community noise considerations are to be incorporated into land use planning to the maximum extent feasible.

TRANSPORTATION NOISE CONTROL

The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, since the City has little direct control over source noise levels because of State and federal preemption (for example, State motor vehicle noise standards and federal air regulations), the City should focus on reducing the impact of the noise on the community.

NON-TRANSPORTATION NOISE CONTROL

People must be protected from excessive noise from non-transportation sources, including commercial and industrial centers. These impacts are most effectively controlled through the application of the City's Noise Ordinance.

6.0 PLANNING FACTORS, GOALS AND POLICIES

TRANSPORTATION NOISE IMPACTS

Planning Factor

Noise impacts resulting from transportation sources are difficult to mitigate at the source. The City has little control over reducing transportation noise due to State and Federal noise standards preemption.

Goal	<i>N-1</i>	<i>Reduction in noise impacts from transportation sources.</i>
Policies	N-1.1	Mitigate transportation equipment impacts at construction sites.
	N-1.2	Ensure noise mitigation measures are included in the design of new developments.
	N-1.3	Encourage programs to retrofit existing homes to reduce noise impacts in the homes.
	N-1.4	Encourage the use of double-paned windows for residential uses adjacent to the freeways and along major arterials.

NON-TRANSPORTATION NOISE IMPACTS

Planning Factor

Commercial and industrial uses, construction activity and other non-transportation related sources of noise can contribute negatively to the noise environment. Identifying and mitigating these potential noise sources will reduce negative impacts.

Goal	<i>N-2</i>	<i>Develop measures to control non-transportation noise impacts.</i>
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- Policies**
- N-2.1 Continuously review the Noise Ordinance to ensure noise generating uses are adequately addressed.
 - N-2.2 Strive to resolve existing and potential conflicts between noise generating uses and human activities.
 - N-2.3 Ensure noise mitigation techniques are incorporated into all construction-related activities.
 - N-2.4 Consider developing maximum noise standards for ventilation systems (i.e., air conditioning units) in residential areas.
 - N-2.5 Consider developing regulations to prohibit the use of public address systems and encourage the use of alternative (noise sensitive) communication devices (i.e., walkie-talkies, hand-held phones, or other similar methods).

LAND USE PLANNING

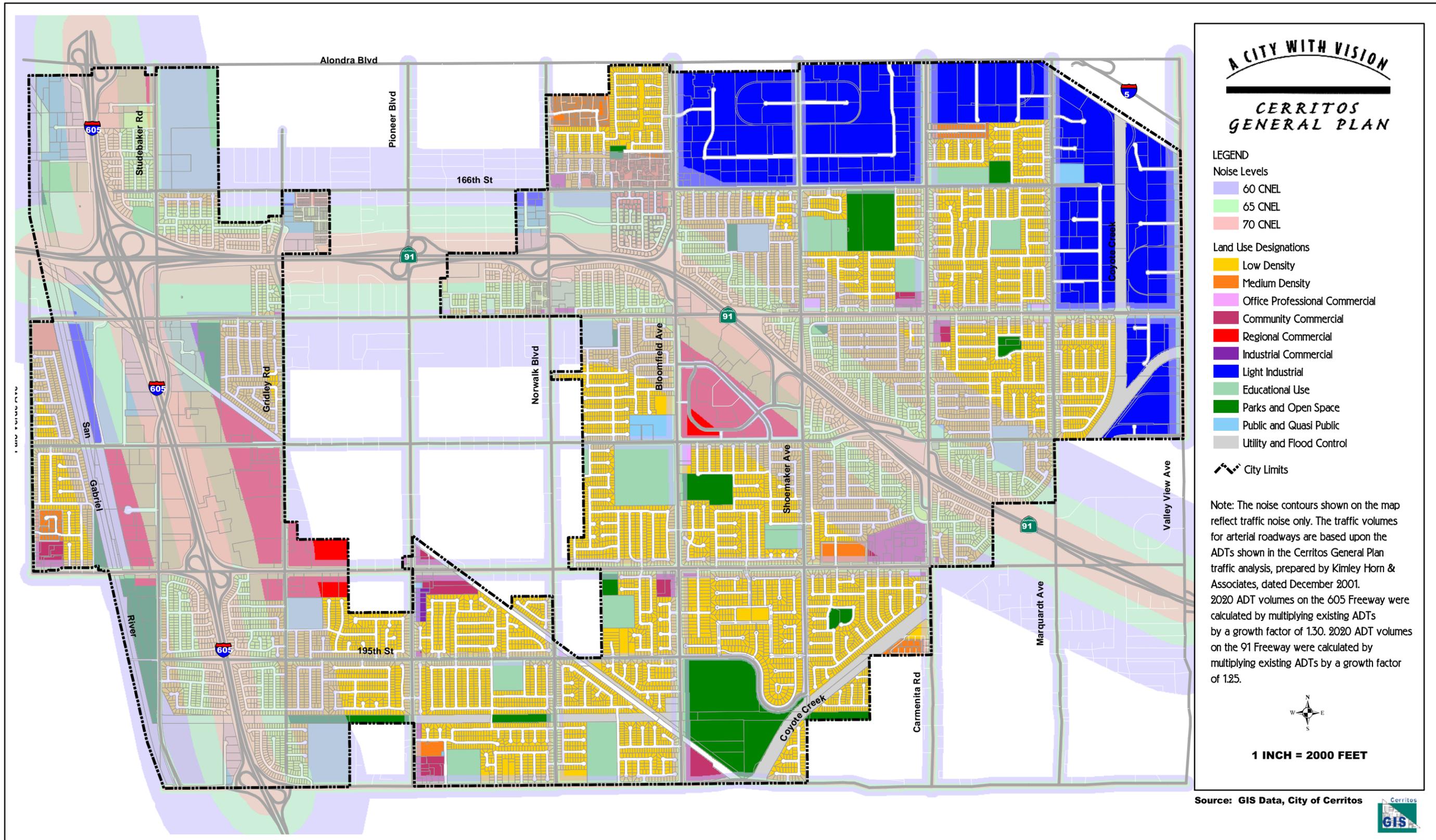
Planning Factor

Land use planning decisions directly relate to potential noise impacts. Therefore, careful consideration of noise impacts should be a part of all land use decisions.

Goal N-3 *Include noise considerations as a part of land use planning decisions.*

- Policies**
- N-3.1 Enforce noise standards, as contained in the City's Noise Ordinance.
 - N-3.2 Ensure Community Noise Equivalent Levels (CNEL) levels for noise sensitive land uses meet or exceed normally acceptable levels, as defined by State of California standards.
 - N-3.3 Incorporate noise reduction measures into all development proposals, as necessary.
 - N-3.4 Consider noise impacts associated with the development of non-residential uses in the vicinity of residential uses.

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2020 Noise Contours

CHAPTER 11

GROWTH MANAGEMENT ELEMENT

1.0 INTRODUCTION

The Growth Management Element focuses on the City's ability to accommodate growth and development, while providing an adequate infrastructure and circulation system. The Growth Management Element also focuses on ways for the City to enhance long-term revenue sources, so that the City can continue to provide its residents and businesses with the highest level and quality of services.

2.0 AUTHORITY FOR THE ELEMENT

State Government Code Section 65303 allows jurisdictions to adopt, "any other elements or address any other subjects, which, in the judgment of the legislative body, relate to the physical development of the county or city." Once adopted, an optional element carries the same legal weight as any other of the elements as required by Government Code Section 65300.5.

3.0 SUMMARY OF EXISTING CONDITIONS

This section provides an overview of existing conditions related to growth management, including public facilities and fiscal resources.

3.1 PUBLIC FACILITIES AND SERVICES

3.1.1 WATER AND SEWER FACILITIES AND SERVICES

Existing conditions for water and sewer facilities are detailed in Section 3.1 of Chapter 7, *Conservation Element*.

3.1.2 STORM DRAINAGE FACILITIES AND SERVICES

Existing storm drain conditions are detailed in Section 3.2 of Chapter 6, *Safety Element*.

3.1.3 SOLID WASTE FACILITIES AND SERVICES

Solid waste disposal facilities and programs are discussed in Section 3.3 of Chapter 7, *Conservation Element*.

3.1.4 EMERGENCY SERVICES

An existing condition discussion of emergency services is found in Section 3.3 of Chapter 6, *Safety Element*.

3.1.5 COMMUNITY/CIVIC/EDUCATIONAL/AND CULTURAL FACILITIES

The City offers a wide range of cultural, community civic and education facilities and services. Existing conditions for these facilities and services can be found in Section 3.2 of Chapter 2, *Land Use Element*, Section 3.0 of Chapter 3, *Community Design Element*, and Section 3.1 of Chapter 8, *Open Space/Recreation Element*.

3.2 FISCAL RESOURCES

3.2.1 FACTORS AFFECTING FISCAL SUSTAINABILITY

Many factors affect the performance of the Cerritos municipal budget – local needs, state legislation, national economy, etc. But two factors stand out as being significant, especially as they relate to the General Plan update process. The first is the City's stage of land use development, having now developed nearly all developable parcels. The second is the City's strategic fiscal positioning in the formative period of its development. Both factors now exert a strong influence on the fiscal performance and sustainability of Cerritos.

Cerritos completed its initial growth phase and is now a fully developed City with little available developable land. Nearly all of the City is fully developed with urban land uses and complete urban infrastructure. This means, among other things, that the City has reached a stabilized population and land use pattern. This stabilized population and land use pattern can be expected to remain into the indefinite future without significant changes in land use intensity and residential density.

There is very little vacancy in the local real estate market, indicating that homes, stores, offices and industries in the City are fully occupied. While some turnover continues, residential, retail, commercial and industrial vacancy rates are low, when space is available at all. This condition of stabilized occupancy can also be expected to prevail into the indefinite future without significant changes in the City's subregional competitiveness.

Cerritos has reached a plateau for providing new roads, public facilities, and public services to a stable population. The fiscal performance of the City will be qualitatively different now than it was when the City was rapidly growing. With a stabilized population and a physically built out city, Cerritos faces a future with more maintenance than new construction, as well as more stability than growth.

The other factor that significantly affects the fiscal performance of Cerritos is the strategic planning and programs initiated early in the City's municipal history. The formation of the Cerritos Redevelopment Agency (CRA) with favorable tax increment benefits helped provide the tools to attract major regional retail users. Most notably, these include the Cerritos Auto Square, the Los Cerritos Center and the Cerritos Towne Center.

These regional sales tax generators and the CRA tax increment revenues have provided the City with substantive, stable and long-term revenue streams. These revenue streams have provided the resources that enable the City to provide high-quality public services and public facilities. In addition, these revenue streams have enabled the City to build substantial reserves to secure future services for City residents and businesses. The high-quality of life enjoyed in Cerritos is an indication of the fiscal stability the City has so far experienced, by design.

A general high level of satisfaction was revealed in the Cerritos 2000 Community Assessment interview and focus groups of residents, business leaders and City officials. The survey indicates that there are no major concerns facing the City at this time. Some concerns were raised, but had little to do with the scope, level of quality of the public services or facilities, except roadway maintenance. The financial resources captured by the City early in its development period helped pay for many of the high-quality public services and facilities that satisfy local residents and businesses.

The fact that the City is now built out, within a fixed jurisdictional boundary, fully occupied, with a stable population, and with fully financed public infrastructure and facilities, suggests that the main concern for the City now is how to continue to sustain this high level of services indefinitely.

3.2.2 MUNICIPAL COST PROFILE

Overall municipal service costs are reflected in the budgetary expenditures of the City's General Fund budget and Redevelopment Agency budget. Both budgets had a combined total expenditure of \$146,000,000 for Fiscal Year 2000-2001 (00-01). These expenditures cover all operating and capital expenses.

The General Fund budget for Fiscal year 2000-2001 exceeded \$66,000,000 for operations and \$32,000,000 in capital projects. Similarly, the Redevelopment Agency budget is nearly \$32,000,000 with another \$15,000,000 for low/moderate income housing. The General Funding expenditures cover most of the direct public services to City residents, businesses and visitors. These include Community and Safety Services, Public Works, Community Development, Administrative Services and the Cerritos Center for the Performing Arts.

Growth in the scope and quality for public services is reflected in the growth of General Fund expenditures. General Fund expenditures were half of today's \$66 million in Fiscal Year 93-94, and half of that in Fiscal Year 88-89. Aside from inflationary increases, it is clear that the City is increasing the scope and quality of its municipal services.

Capital expenditures continue to provide high-quality public facilities, such as the Cerritos Center for the Performing Arts, Civic Center Complex, Cerritos Senior Center at Pat Nixon Park, Heritage Park and Cerritos Sheriff's Station/Community Safety Center. The \$35 million Cerritos Library, with associated civic center parking, is the newest addition to this list of extraordinary public facilities. The City is also interested in providing a museum for its residents, and in July 2001 purchased a building on the southeast corner of Bloomfield Avenue and 183rd Street for this purpose. Maintenance of streets also continues to consume capital expenditures. A street rehabilitation program is part of the City's Capital Improvement Program (CIP) to systematically maintain the City's street system.

The Cerritos Redevelopment Agency is limited in scope to mainly capital projects in the Los Cerritos and Los Coyotes Redevelopment Project Areas. The CRA also provides capital for low/moderate housing within the City. The \$32 million FY 00-01 expenditures for the CRA cover mainly government buildings, streets and highways and parks and open space. Over \$15 million will be allocated in FY 00-01 for low/moderate income housing programs in the City. Much of the work of the CRA has been already completed within the redevelopment project areas, and thus, the CRA will primarily be paying off indebtedness until the agency reaches the sunset date for each project area.

MUNICIPAL REVENUE SOURCES

The Cerritos General Fund receives revenue from several major sources. Retail sales tax is the single largest revenue source for the City, generating an expected \$24 million in FY 00-01. Revenue from interest income generated from the General Fund reserve fund amount to over \$12.5 million for FY 00-01. These two sources alone account for one-half of all General Fund revenues. Smaller sources of revenue include ground rent (\$2.8 million), property tax (\$1.5 million) and a variety of intergovernmental

transfers. It is clear that the Cerritos General Fund is critically dependent on retail sales tax and interest income from reserves. Any significant decrease in these two revenue streams has the potential to reduce discretionary monies in the General Fund and thus result in budget consolidation or tightening efforts by the City.

Tax increment revenue from each project area, interest income, property rental and lease revenues provide revenue for the CRA. These property tax based revenue streams amounted to \$19.7 million in FY 00-01. However, both redevelopment project areas are expected to terminate between 2011 and 2016, with a possible extension to 2020 and 2025. Much of the CRA revenue is obligated to pay back outstanding development bonds. Aside from low/moderate income housing allocations, the CRA has limited borrowing capacity to finance major capital improvements at this time.

The City is fortunate to have a continuing stream of retail sales tax and a huge reserve from which it can draw interest income. Retail sales tax revenues to the City increased from \$14 million in 1990 to \$24 million in FY 00-01. Interest income has grown from \$10.2 million in 1990 to \$12.5 million today. Similarly, ground rent income has increased from \$0.5 million to \$2.9 million. Tax increment revenues have increased from \$14.3 million a decade ago to \$19.7 million in FY 00-01. These growth rates have helped the City finance the growing scope and level of public services and facilities.

BUDGET SUSTAINABILITY

From the review of existing fiscal resources, it is evident the City and CRA budget are fiscally sustainable, though highly dependent on retail sales tax revenue. The retail sales tax and interest income revenue streams to Cerritos have helped create the City's extraordinary fiscal stability. The establishment of retail sales tax revenue streams, the formation of a CRA, the formation and maintenance of a reserve fund, and the near completion of capital projects will allow Cerritos to enjoy fiscal stability indefinitely, under current conditions.

The City's fiscal stability is largely dependent, however, on a number of factors. Any significant decrease in the retail sales tax and interest income streams of revenue could limit the amount of resources available to maintain the City's high level of public services and facilities. Similarly, any significant increase in new capital expenditures for public facilities could reduce the amount of the reserve fund, weakening interest income. Finally, any significant expansion in the scope and level of public services may trigger deficit financing from the reserve fund also. Thus, any significant changes to future revenue streams or expenditures may jeopardize the fiscal sustainability Cerritos now enjoys.

4.0 PLANNING FACTORS, GOALS AND POLICIES

INFRASTRUCTURE SYSTEMS AND SERVICE

Planning Factor

The City's infrastructure systems must be expanded, improved and regularly maintained to meet both existing and future needs. The City's built out nature increases the likelihood of potential impacts of new development on infrastructure systems. As new development occurs, ensuring adequate infrastructure is provided should be of particular concern to the City. The City must make every effort to ensure infrastructure and services meet the needs of existing development and provide necessary improvement to meet the needs of future development. The City's infrastructure includes water, sewer, storm drainage, energy, communication, fiber optic and other systems.

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| Goal | GM-1 | <i>Water and sewer service shall be adequate to meet the health and safety needs of residents and businesses in Cerritos.</i> |
| Policies | GM-1.1 | Ensure new development pays its fair share of costs associated with providing adequate water and sewer service. |
| | GM-1.2 | Consider the requirement of new development paying its fair share of costs of extending reclaimed water system throughout the City. |
| | GM-1.3 | Continue to maintain, improve and replace aging water and sewer systems to ensure the provision of these services to all areas of the community. To this end: <ul style="list-style-type: none"> ■ Continue to evaluate existing facilities and set priorities identifying the most needed improvements; ■ Continue to evaluate infrastructure along those streets scheduled for reconstruction or improvements. When infrastructure improvements are necessary, include those improvements as part of the street improvement or reconstruction project. |
| | GM-1.4 | Ensure that water and sewer infrastructure systems are adequate to accommodate any intensification of |

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uses, as well as existing uses, particularly as development intensifies and/or redevelopment occurs in the City.

Goal GM-2 *Ensure storm water conveyance systems are adequate.*

Policies GM-2.1 Ensure that new development provides sufficient analysis of potential drainage impacts.

GM-2.2 Ensure that new development pays its fair share of costs of expanding or upgrading storm water facilities and/or services.

GM-2.3 Ensure that storm water conveyance systems are adequate to accommodate any intensification of uses, as well as existing uses, particularly as development intensifies and/or redevelopment occurs in the City.

GM-2.4 Continue to periodically review and recommend changes, as appropriate, to the Los Angeles County Department of Public Works for the Storm Drainage Master Plan for Los Angeles County.

Goal GM-3 *Provide continued solid waste services to residents and businesses.*

Policy GM-3.1 Ensure residents and businesses contribute to costs for solid waste services.

Goal GM-4 *Promote and provide state-of-the-art energy, communication, fiber optic and other systems that meet the needs of the community.*

Policies GM-4.1 Work with the providers of the energy, communication, fiber optic and other systems in Cerritos to maintain, improve, expand and replace, when necessary, these systems throughout the City. To this end, the City should inform system providers of roadways projects requiring the reconstruction of streets, so that the providers may evaluate their infrastructure systems to determine if improvements are necessary and could be made during the street improvement or reconstruction project.

GM-4.2 Encourage the provision of energy, communication, fiber optic and other systems that are adequate to accommodate any intensification of uses, as well as existing uses, particularly as development intensifies and/or redevelopment occurs in the City.

Related Goals and Policies: Refer to Goal CON-2 and Policy CON-2.1 in the Conservation Element, which addresses the City's desire to ensure an adequate energy supply to the community.

POLICE, FIRE AND MEDICAL SERVICES

Planning Factor

Safety from crime and urban fires, and readily available medical facilities is a primary concern for the City. Cerritos is committed to ensuring the safety of the community from crime, such as graffiti, burglary or assault, and minimizing the risks to both residents and workers from urban fires. In addition, the City seeks to ensure that adequate medical facilities are readily available within the City limits. As of 2002, no hospitals or emergency care facilities operated within the City, forcing residents and workers to drive to neighboring cities to receive emergency medical care.

Goal GM-5 *Provide a high level of emergency services including, sheriff, fire and medical for residents.*

Policies GM-5.1 Provide periodic reviews of emergency response times to ensure existing staffing and facilities meets demand.

GM-5.2 Coordinate with Los Angeles County Sheriff's Department and Los Angeles County Fire Protection District to ensure a continued level of services to meet the needs of the community.

GM-5.3 Encourage the development and operation of medical facilities, including emergency care facilities, medical offices, and hospitals, within the City.

TRANSPORTATION AND CIRCULATION IMPROVEMENTS

Planning Factor

As future development is reviewed, it is important to consider their impacts on the local road system. Therefore, to consider potential impacts, it is important to consider the relationship between new development and transportation system improvements to ensure a balance between development levels and the capacity of the transportation system.

Goal *GM-6 Provide adequate transportation and circulation system to meet the needs of residents and businesses in Cerritos.*

Policies *GM-6.1 Ensure that new development shall contribute its share of transportation and circulation costs.*

GM-6.2 Ensure that all future development is consistent with the City's adopted Capital Improvement Program.

GM-6.3 Ensure that all future development's transportation and circulation impacts are properly mitigated.

GM-6.4 Coordinate with regional transportation authorities to ensure compliance with regional strategies.

Related Goals and Policies: Refer to Goal CIR-8 and its associated policies in the Circulation Element, which address the need for a public transportation system to serve the needs of the community.

■ ■ ■

COMMUNITY, CIVIC, EDUCATIONAL AND CULTURAL FACILITIES

Planning Factor

Cerritos takes great pride in providing the community with an extraordinary level of community facilities. Through continual evaluation of community needs and through public participation, Cerritos should continue to provide the high-quality community services residents enjoy.

Goal *GM-7 Provide extraordinary public facilities, including libraries, schools, civic facilities and cultural facilities.*

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| Policies | GM-7.1 | Continually assess community needs for civic and cultural facilities and services. |
| | GM-7.2 | Ensure that private development contributes financially to the quality of the civic, educational and cultural environment. |
| | GM-7.3 | Explore the potential of developing a Community Theater in cooperation with the ABC Unified School District. |

FISCAL SUSTAINABILITY

Planning Factor

In order to continue to provide the highest level of services to the community and continue to provide for adequate infrastructure to meet the needs of new development, sustainable long-term revenue sources are needed, particularly as the fiscal benefits associated with the City's two redevelopment project areas come to a close in the near future. The ability of the City of Cerritos to adequately maintain reliable sources of revenue will be critical in ensuring that the high-quality of services continues in the future.

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| Goal | <i>GM-8</i> | <i>Ensure Cerritos continues to provide a reliable and sustainable fiscal resource to fund municipal operations to ensure high-quality public services and facilities.</i> |
| Policies | GM-8.1 | Investigate new opportunities for broadening the retail sales tax base. |
| | GM-8.2 | Support legislation designed to protect sales tax revenue from other methods of distribution (i.e., per capita distribution) and State acquisition. |
| | GM-8.3 | Promote the development and/or redevelopment of commercial retail facilities on vacant and/or underutilized properties within the City. |
| | GM-8.4 | Provide incentives to attract additional high-quality restaurants to the City. |
| | GM-8.5 | Assist local merchants and/or property owners that wish to revitalize older businesses or shopping |

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centers through various strategies such as establishing business improvements districts.

Goal GM-9 *Promote the generation of additional transient occupancy tax revenues.*

Policies GM-9.1 Encourage the expansion of existing overnight facilities.

GM-9.2 Identify potential sites for new overnight accommodation facilities.

Goal GM-10 *Develop new sources of land rent revenue.*

Policies GM-10.1 Investigate the potential for creating an Economic Development Corporation as a means to acquire property, develop property and issue use rights.

GM-10.2 Investigate the potential for creating other government entities, such as business improvement districts, to promote the generation of new land rent revenues.



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CHAPTER 12

GENERAL PLAN GLOSSARY

1.0 ABBREVIATIONS

ADA: Americans with Disabilities Act
ADT: Average daily trips made by vehicles or persons in a 24-hour period
AQMP: Air Quality Management Plan
CAA: Clean Air Act
CARB: California Air Resource Board
CCAA: California Clean Air Act
CDBG: Community Development Block Grant
CEQA: California Environmental Quality Act
CHFA: California Housing Finance Agency
CIP: Capital Improvements Program
CMP: Congestion Management Plan
CNEL: Community Noise Equivalent Level
COG: Council of Governments
dB: Decibel
EIR: Environmental Impact Report (State)
EPA: Environmental Protection Agency
FAR: Floor Area Ratio
FEMA: Federal Emergency Management Agency
FIRM: Flood Insurance Rate Map
HUD: U.S. Department of Housing and Urban Development
ISO: Independent System Operator
Ldn: day-night average level
LOS: Level of Service
MWD: Metropolitan Water District
NAAQS: National Ambient Air Quality Standards
NPDES: National Pollutant Discharge Elimination System
PPM: Parts Per Million
PUC: Public Utilities Commission
PX: Power Exchange
RWQCB: Regional Water Quality Control Board
SCAB: South Coast Air Basin
SCAG: Southern California Association of Governments
SCAQMD: South Coast Air Quality Management District
SCE: Southern California Edison
SRRE: Source Reduction and Recycling Element

SWP: State Water Project
TDM: Transportation Demand Management
TDS: Total Dissolved Solids
TSM: Transportation Systems Management
UBC: Uniform Building Code
VMT: Vehicle Miles Traveled

2.0 TERMS AND DEFINITIONS

Acres, Gross: The total area within the lot lines of a lot of land before public streets, easements or other areas to be dedicated or reserved for public use are deducted from such lot, and not including adjacent lands already dedicated for such purposes.

Acres, Net: The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open-space, and flood ways.

Affordable Housing: Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. "Affordable to low-and moderate-income households" means that at least 20 percent of the units in a development will be sold or rented to lower income households, and the remaining units to either lower or moderate income households. Housing units for lower income households must sell or rent for a monthly cost not greater than 30 percent of area median income as periodically established by Housing and Community Development Department of the State of California (HCD). Housing units for moderate income must sell or rent for a monthly cost not greater than 30 percent of area median income.

Agriculture: Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, v.: To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Area Development Plan: A tool authorized by Government Code §65450 et seq. for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Attainment: Compliance with State and federal ambient air quality standards within an air basin. (See "Non-attainment.")

Base Flood: In any given year, a 100-year flood that has a one percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Bicycle Lane (Class II facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Route (Class III facility): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bicycle Trail (Class I facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle trails may parallel roads but typically are separated from them by landscaping.

Bikeways: A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biotic Community: A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Blight: A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Buffer Zone: An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Buildout: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Busway: A vehicular right-of-way or portion thereof--often an exclusive lane--reserved exclusively for buses.

California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

California Housing Finance Agency (CHFA): A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans: California Department of Transportation.

Capital Improvements Program (CIP): A program established by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park: Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Congestion Management Plan (CMP): A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital

improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development.

Consistency; Consistent With: Free from significant variation or contradiction. The various diagrams, text, goals, policies, and programs in the general plan must be consistent with each other, not contradictory or preferential. The term "consistent with" is used interchangeably with "conformity with." The courts have held that the phrase "consistent with" means "agreement with; harmonious with." Webster defines "conformity with" as meaning harmony, agreement when used with "with." The term "conformity means in harmony therewith or agreeable to (Sec 58 Ops.Cal.Atty.Gen. 21, 25 [1975]). California State law also requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning ordinance. As a general rule, an action program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

Cul-de-Sac: A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

dB: Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA: The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Density, Residential: The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net.")

Density, Employment: A measure of the number of employed persons per specific area (for example, employees/acre).

Developable Acres, Net: The portion of a site that can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Development Agreement: A legislatively-approved contract between a jurisdiction and a person having legal or equitable interest in real property within the jurisdiction (California Government Code §65865 et. seq.) that “freezes” certain rules, regulations, and policies applicable to development of a property for a specified period of time, usually in exchange for certain concessions by the owner.

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent house-keeping unit, occupied or intended for occupancy by one household on a long-term basis. Also see Residential Unit.

Easement: Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Emergency Shelter: A facility that provides immediate and short-term housing and supplemental services for the homeless. Supplemental services may include food, counseling, and access to other social programs.

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Environment: CEQA defines environment as “the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance.”

Environmental Impact Report (EIR): A report required pursuant to the California Environmental Quality Act which assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See “California Environmental Quality Act.”)

Erosion: (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Expansive Soils: Soils that swell when they absorb water and shrink as they dry.

Family: One or more persons occupying one dwelling unit and living together as a single housekeeping unit.

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floodplain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the floodplain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area, Gross: "Gross Floor Area" means the floor area of the ground floor and any additional floors or basements of a building that extend beyond a height of three feet above exterior finished grade. Measurements shall be taken from the exterior faces of walls and sides, including patios, porches, and balconies that are enclosed but not including the areas of open inner courts or shaft enclosures. For any residential uses, gross floor area shall not include garages, carports, attics, roofed terraces, breezeways, basements that do not extend beyond a height of three feet above exterior finished grade, or any patios, porches or balconies that are open-sided.

Floor Area Ratio (FAR): A numerical value obtained by dividing the total gross floor area of all buildings on a lot, plus the floor areas of garages and accessory structures with solid covers, by the lot area, which is expressed in decimals to one or two places.

For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Freeway: A high-speed, high-capacity, limited-access road serving regional and county-wide travel. Such roads are free of tolls, as contrasted with “turnpikes” or other “toll roads” now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service “E,” they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Ground Failure: Ground movement or rupture caused by strong shaking during an earthquake. Includes landslide, lateral spreading, liquefaction, and subsidence.

Ground Shaking: Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater: Water under the earth’s surface, often confined to aquifers capable of supplying wells and springs.

Growth Management: The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See “Congestion Management Plan.”)

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Historic Preservation: The preservation of historically significant structures, and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition. Also see Tree Preservation.

Household: All those persons—related or unrelated—who occupy a single housing unit. (See “Family.”) Households, Number of: The count of all year-round housing units occupied by one or more persons. The concept of *household* is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing

housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Urban Development, U.S. Department of (HUD): A cabinet-level department of the federal government that administers housing and community development programs.

Housing Unit: The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. Also see Residential Unit.

Impervious Surface: Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development: Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Institutional Uses: (1) Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and colleges; (2) churches and other religious organizations; and (3) other non-profit activities of a welfare, educational, or philanthropic nature that cannot be considered residential, commercial, or industrial. (See "Public and Quasi-public Facilities.")

Intensity, Building: For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratios (FARs).

Issues: Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's objectives, policies, plan proposals, and implementation programs.

Landmark: (1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification. Also see Tree Preservation.

Land Use Classification: A system for classifying and designating the appropriate use of properties.

Lateral Spreading: Lateral movement of soil, often as a result of liquefaction during an earthquake.

Ldn: Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Level of Service (LOS) Standard: A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway.

Level of Service (Traffic): A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

Level of Service A: Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B: Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C: Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D: Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E: Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F: Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at

signalized intersections usually have to wait through one or more signal changes, and “upstream” intersections may be blocked by the long queues.

Liquefaction: The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

Low-Income Household: A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the California Department of Housing and Community Development (HCD) and/or the United States Department of Housing and Urban Development (HUD).

Low-Income Housing Tax Credits: Tax reductions provided by the Federal and State governments for investors in housing for low-income households.

L10: A statistical descriptor indicating peak noise levels—the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities and counties.

Mercalli Intensity Scale: A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Mineral Resource: Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Mixed-Use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties.

Moderate-Income Household: A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the California Department of Housing and Community Development (HCD) and/or the United States Department of Housing and Urban Development (HUD).

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Flood Insurance Program: A Federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

Neighborhood Park: City- or county-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Noise: Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation: Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-Attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality. (See "Attainment.")

Open Space: An area that is intended to provide light and air, and is designed for either environmental, scenic or recreational purposes. Open space may include, but is not limited to, lawns, decorative planting, walkways, active and passive recreational areas, playgrounds, fountains, swimming pools, wooded areas; first floor decks; unenclosed patios with solid or lattice roofs; water courses; and surfaces covered by not more than 5 feet in depth by projections which are at least 8 feet above grade.

Open space shall not include the following: driveways; parking lots; other surfaces designed or intended for vehicular travel; and upper floor decks, balconies or areas under projections which are less than 8 feet above grade.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Parks: Open-space lands whose primary purpose is recreation.

Performance Standards: Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Planning Area: The area directly addressed by the general plan. A city's planning area typically encompasses the city limits and potentially annexable land within its sphere of influence.

Pollution, Non-Point: Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point: In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Public and Quasi-public Facilities: Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries.

Redevelop: To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Plan/Share: A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

Regional Park: A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Residential Unit: A house, apartment, congregate care or shared housing facility consisting of a group of rooms, or a single room occupied as separate living quarters. Each separate living quarters shall be considered as a separate housing unit. Separate living quarters are those in which the occupants live separately from any other person in the building and have direct access from the outside of the building or through a common hall, without regard to the type of dining facilities available.

Rezoning: An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Richter Scale: A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each whole number on the scale is 10 times greater than that of the previous whole number.

Right-of-Way: A strip of lane occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads, and utility lines.

Sanitary Landfill: The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Sanitary Sewer: A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site).

Seiche: An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Government Code §65302 requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions--for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Structure: Anything, including a building, located on the ground in a permanent location or attached to something having a permanent location on the ground.

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subregional: Pertaining to a portion of a region.

Subsidence: The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes.

Subsidize: To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing: Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Sustainability: Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

Sustainable Development: Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs. (Source: Minnesota State Legislature.)

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses.

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit, Public: A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM): A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Tree Preservation: The identification and preservation of "landmark" or "heritage" trees, so that the trees may be enhanced and preserved as part of the City's "Community Forest."

Trip: A one-way vehicular journey either to or from a site, or totally within the site, i.e., internal trip. Each trip has two trip ends, one at the beginning and the other at the destination.

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Tsunami: A large ocean wave generated by an earthquake in or near the ocean.

Uniform Building Code (UBC): A standard building code that sets forth minimum standards for construction.

Urban: Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g.,

safety and emergency response). Development not providing such services may be “non-urban” or “rural.” (See “Urban Land Use.”) CEQA defines “urbanized area” as an area that has a population density of at least 1,000 persons per square mile - (Public Resources Code 21080.14(b)).

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Vehicle-Miles Traveled (VMT): A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very-Low Income Household: A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the California Department of Housing and Community Development (HCD) and/or the United States Department of Housing and Urban Development (HUD).

Volume-to-Capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as “V/C”. At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a “peak period.”

Zoning: The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

CHAPTER 13

IMPLEMENTATION

EXECUTIVE SUMMARY

The Cerritos General Plan Implementation Program describes the actions to be undertaken to implement the goals and policies as expressed in each of the General Plan's ten Elements. The City of Cerritos shall conduct an annual review of the Implementation Program in conjunction with the annual budget cycle to ensure the City's fiscal resources can adequately respond to the policies and programs expressed in the General Plan.

The actions described in the implementation program are organized by General Plan Element. The implementation actions are not organized to imply priority of a particular sequence of actions. Annual review of this program in conjunction with fiscal resources shall determine future implementation priorities.

The City of Cerritos intends to ensure continuous interaction between the General Plan and its Implementation Actions that will ensure a high level of consistency. As conditions or circumstances merit change, refinements to the General Plan and Implementation Program will be initiated.

LAND USE ELEMENT

IMP-LU-1: Update Cerritos Zoning Ordinance

The City of Cerritos strives to provide a balance of residential, commercial and industrial land uses through the provision of incentives, coordinated land use and circulation planning, and variety of housing types.

To ensure the provision of balance of land uses, the City of Cerritos will evaluate the existing zoning code in relation to the goals, policies and objectives of the General Plan to evaluate potential conflicts with the Zoning Code. The evaluation will seek the establishment of a high level of consistency between the General Plan and Zoning Ordinance.

IMP-LU-2: Establish an Economic Development Strategic Plan

The City of Cerritos seeks the promotion of existing commercial centers to assist in their growth and vitality. The City also encourages the participation of property owners and tenants in assure future success responds to market demands, local and regional consumer needs.

To assist in future growth and vitality of retail/commercial development, the City should establish an Economic Development Strategic Plan that will initiate specific strategies to market, attract and retain a variety of retail and commercial uses. The Plan will determine market demand through resident surveys and market studies.

IMP-LU-3: Expansion of ADP-5

ADP-5 includes the Cerritos Auto Square. The original ADP was subsequently amended to permit restricted commercial uses that would enhance and support the regional character of this commercial area. ADP-5 provides a significant contribution to the economic vitality of the City. The regulated and strategic growth of this area is a priority for the City. The Cerritos Auto Square is currently fully developed. Vacant land for the expansion of the Auto Square is currently not available, and therefore, the dealerships make use of many of the surrounding power line easements and industrial sites for vehicle storage.

To enhance the future economic strength of the Cerritos Auto Square, the City will evaluate expanding ADP-5 to include the area west of the I-605 Freeway, south of Artesia Boulevard and east of Crusader Avenue; the area northeast of the I-605 Freeway along either side of Studebaker Road and south of Artesia Boulevard; and, the area and/or parcels located at the northwest and northeast corners of Studebaker Road and South Street.

❑ **IMP-LU-4: Continue Proactive Code Enforcement Activities**

The City of Cerritos strives to preserve, promote and protect the existing high-quality development that characterizes the quality of life in Cerritos. Preservation and protection of the quality of life is partly accomplished through the proactive engagement in code enforcement activities.

The City of Cerritos will continue to proactively conduct code enforcement activities citywide.

COMMUNITY DESIGN ELEMENT

IMP-CD-1: Establish Comprehensive Gateway Improvement Program

The City of Cerritos seeks the strengthening and maintenance of the physical features that distinguish Cerritos from surrounding communities. The City of Cerritos prides itself on the quality of major gateways and arterials citywide.

To enhance and maintain the quality of gateways, the City of Cerritos intends to implement a gateway improvement program for select significant gateways along major arterials. The gateway program may include a combination of monument identification signs, enhanced landscaping and public art.

IMP-CD-2: Master Plan for Artwork in Public Places

The City of Cerritos has an Art in Public Places Program that encourages the incorporation of publicly-accessible artwork in exterior and interior places. The City places great value in public art and seeks opportunities to utilize public art in all public and private development projects.

To enhance the provision of public art citywide, the City should develop a Master Plan for artwork in public places as an extension of the Art in Public Places program to include the creation of landscape environments and to establish standards and guidelines for the setting and display of artwork.

IMP-CD-3: Establish a Street Tree and Furniture Palette

An attractive streetscape is an important factor in the creation of a positive image for the City of Cerritos. Attractive street environments will complement private and public properties, create beauty within the public right-of-way and provide a heightened level of pedestrian comfort.

To enhance the quality of the streetscape environment, the City shall implement a comprehensive street tree and furniture palette citywide. The palette shall provide a comprehensive and uniform set of guidelines for the development of future improvements within the public right-of-way.

IMP-CD-4: Implement Priority-Based Utility Undergrounding Program

Overhead utilities play a significant role in degrading the physical quality of the built environment. The City considers the undergrounding of

utilities an effective means for enhancing the quality of the streetscape environment.

To contribute to the enhancement of the streetscape environment in the public right-of-way, the City of Cerritos shall implement a priority-based program for the underground of utilities. The program shall be coordinated with other physical improvements and prioritized based on a variety of factors, including location and cost.

❑ **IMP-CD-5: Continued Enforcement of Sign Ordinance**

Poor signage is viewed as a significant factor in degrading the quality of the built environment. The City of Cerritos seeks to ensure commercial signs do not detract from the City's high-quality image, while recognizing the need for effective business identification.

The City of Cerritos will continue to enforce the Sign Ordinance to ensure that quality sign programs are maintained citywide.

❑ **IMP-CD-6: Review Design and Location of Wireless Telecommunication Facilities**

Wireless telecommunication facilities have the potential to negatively impact the aesthetic quality of the community.

The City of Cerritos will continue to regulate where wireless telecommunications are sited in the City. In addition, the City will ensure that the design of the facilities are consistent with and maintain the high-quality aesthetic values of the community.

CIRCULATION ELEMENT

IMP-CIR-1: Implement, Monitor and Enforce LOS Standards Contained in Circulation Element

In order to ensure the proper functioning of the local roadway system, the City of Cerritos will implement, monitor and enforce the LOS standards established in the Circulation Element of the General Plan.

IMP-CIR-2: Implement Traffic Signal Coordination

The City of Cerritos seeks to provide an efficient transportation system. To achieve greater system efficiency, the City shall implement a traffic signal coordination program that will enhance traffic flow and reduce delays incurred at signalized intersections.

IMP-CIR-3: Develop Neighborhood Traffic Monitoring

The function of secondary and local roadways throughout the City should reduce and or eliminate through traffic in residential areas without negatively impacting circulation within and between neighborhoods.

To ensure neighborhood traffic does not become negatively impacted due to congestion on arterials and primary roadways, the City shall develop and implement a neighborhood traffic monitoring program. This program shall periodically monitor traffic at the neighborhood level.

IMP-CIR-4: Identify and Evaluate High-Accident Locations

The safety of motorists on Cerritos roadways is a concern to the City and residents of the community. Planning and design of the circulation system should minimize safety hazards and encourage safe operating conditions.

To ensure the continued safety of roadways in Cerritos, the City will identify and evaluate locations that have experienced higher accident rates. The City shall evaluate these locations and recommend and implements improvements to address identified deficiencies.

IMP-CIR-5: Implement and Maintain "Recommended Routes to School" Program

The safety of bicyclists and pedestrians, especially children, is a priority for the City. To enhance safety of children traveling to and from school, the City shall coordinate with ABC Unified School District to implement and maintain a "Recommended Routes to School" Program. The

Program is intended to provide a guide to parents and guardians related to the most safe routes to schools and provide guidance on safety measures students can take when traveling to school.

❑ **IMP-CIR-6: Implement Transportation Demand Management Strategies**

The City of Cerritos strives to provide various options for the reduction in transportation demand for Cerritos residents and employers. To provide a variety of transportation reduction options, the City shall investigate and implement transportation demand management strategies for new developments citywide. Programs may include public transportation, parking management and other demand-related options, as well as the use of technology (i.e., use of the internet) to reduce the number of trips in the community.

❑ **IMP-CIR-7: Consistent Street and Landmark Sign Program**

The City of Cerritos understands that adequate wayfinding and signage plays an integral role in aesthetics and efficient movement of traffic citywide. To enhance the aesthetic quality of the environment and contribute to the efficient movement of traffic, the City shall implement a consistent street and landmark sign program.

HOUSING ELEMENT

❑ IMP-HOU-1: Density Bonus Program

Continue the City's Density Bonus Program that grants a density bonus of 25 percent, along with other regulatory concessions to ensure lower development costs, for developers that allocate at least 20 percent of the units in a housing project to lower income households, or 10 percent for very low income households, or at least 50 percent for "qualifying residents" (e.g. senior citizens). The Program ensures affordability of all lower income density bonus units for a minimum 30-year period.

❑ IMP-HOU-2: Single-Family Housing Addition Program

Create a program that will use the Cerritos Redevelopment Agency's set-aside funds to offer grants and low interest loans to single family homeowners that would allow for the construction of housing additions. Very Low and Low Income households would be eligible for grants and Moderate Income households would be eligible for low interest loans.

❑ IMP-HOU-3: Large Family Housing Study

Investigate the various housing needs of large families in the community.

❑ IMP-HOU-4: Shared Housing Program

Establish membership with the Area Agency on Ageing-Shared Housing Program or other such organizations that assist seniors in finding roommates. The establishment of this program would allow seniors to reduce their individual housing costs.

❑ IMP-HOU-5: Officer/Fireman/Teacher/City Employee Next Door Homeowners Assistance Program

Investigate the feasibility of creating a program that would offer single-family homes at a discount to sheriffs or firemen assigned to the City of Cerritos, peace officers or firemen assigned to adjacent jurisdictions, ABC Unified School District teachers, and City of Cerritos employees. Eligible participants must have a Moderate Income (between 80 and 120 percent of the median income). Terms of the proposed program may require: 1) participants to live in the subject property as their sole residence for at least fifteen years after purchase; and 2) include a discount off the list price of the subject property in the form of a second mortgage that is the equivalent of the discounted price that will be waived after the mandatory occupancy period is satisfied. If the buyer

leaves the home during the mandatory occupancy period, he/she will be required to repay the Agency a portion of the second mortgage depending on length of occupancy.

❑ IMP-HOU-6: Equal Housing Program

Obtain services from the Fair Housing Council of Los Angeles County to administer the Equal Housing Program and act as an independent third-party to discrimination complaints. The City will make available literature on the Program at the Cerritos City Hall, Chamber of Commerce, Library, website and other areas that the community gathers information.

❑ IMP-HOU-7: Homeless Shelter Program

Continued annual contribution to local homeless shelters in the region. Specifically, the continued \$50,000 contribution to the Rio Hondo shelter for the homeless and the \$20,000 contribution to the Su Casa Crisis and Support Center/Transitional Housing for battered women.

❑ IMP-HOU-8: Senior and Disabled Citizen Labor Assistance Program

Organize additional county and local community groups and organizations to provide labor for minor housing repair and maintenance for the senior and disabled community.

❑ IMP-HOU-9: Simplified Residential Development Review Process

The City will review the development process in order to further encourage the development of affordable housing through fast-tracking, streamlining or consolidation.

❑ IMP-HOU-10: Review of Residential Development Fees

Review residential development fees to encourage the continued development of housing. The City should also determine the need and appropriateness of said fee requirements to ensure that developers are adequately contributing towards their fair share of the development costs.

❑ IMP-HOU-11: Land Use Element Review Program

As part of the General Plan, the Land Use Element will be reviewed periodically to determine if any non-residential zoned land can be converted to residential uses and to evaluate possibilities of higher residential land densities in an effort to investigate ways of maximizing

land use and identify possible new or under-utilized sites appropriate for multifamily development.

❑ **IMP-HOU-12: Multi-Family Housing Program**

After the Land Use Element is updated and a site database of vacant or under-utilized land has been created, the Redevelopment Agency will identify appropriate sites for multifamily development. The City will then discuss with the owners of the identified sites, the possibility of the City acquiring the sites for future multifamily development. The zoning requirement of multifamily development being on no less than 3-acres of land will not apply to this Program. Specifically, since multifamily developments such as the Emerald Villas and Pioneer Villas Affordable Senior Housing Projects require the creation of unique development guidelines, standard Multifamily Residential (RM) zoning requirements are not applicable resulting in the creation of an Area Development Plan (ADP). In addition to the 126 unit Emerald Villas, 98 units Pioneer Villas, and 147 units Chancellor Village projects, the City is proposing to develop a for-sale senior housing project at the southeast corner of Carmenita Road and 183rd Street.

❑ **IMP-HOU-13: Housing Element Review Program**

The Housing Element will be reviewed annually to evaluate the effectiveness, appropriateness and progress of the Cerritos housing goals, programs and actions.

❑ **IMP-HOU-14: Redevelopment Set-Aside Fund Transfers**

Research feasibility and need of redevelopment set-aside fund transfers. Explore the possible benefits of AB 2041, which recognizes the difficulty cities may have building low and moderate income housing due to the availability and cost of land. The Assembly Bill would allow cities to establish a joint powers authority that would pool their low and moderate income housing funds to allow for affordable housing to be built in their surrounding area. Determine the likelihood the surrounding cities in the immediate area would participate.

❑ **IMP-HOU-15: Regional Cooperation**

Work in conjunction with other municipalities and regional agencies like the Gateway Cities COG in an effort to promote regional cooperation regarding housing needs.

IMP-HOU-16: Owner-Occupied Housing Rehabilitation

Investigate need for a low interest rehabilitation loan or grant program that would be utilized to allow citizens of Cerritos to make improvements to their homes or correct code violations on first-need criteria. If the need is present, implement program with priority for senior and disabled persons that are within the Very Low, Low and Moderate Income Groups and homeowners that have been identified as violating City housing codes that are within the Very Low, Low and Moderate Income Groups.

IMP-HOU-17: City Wide Pride Program

Continue to support and expand the City Wide Pride beautification program and other neighborhood associations in an effort to maintain the City's existing housing stock by encouraging residents and property owners, through proactive enforcement and positive reinforcement, to maintain their property.

IMP-HOU-18: Residential Assistance Program

Continue the Residential Assistance Program to maintain the existing housing stock in the City. Priority status will be given to homeowners that have been identified as violating the Cerritos Municipal Code and that are within the Very Low, Low and Moderate income groups.

IMP-HOU-19: Cerritos Code Enforcement Program

Continue proactive enforcement of existing Municipal Code provisions relating to the appropriate use and development of properties throughout the City.

IMP-HOU-20: Sub-Standard Property Abatement Program

Continuation of Program that allows for the removal of sub-standard properties and properties in continual violation of the Municipal Code which threaten the health, safety and welfare of the community.

IMP-HOU-21: At-Risk Preservation

Preserve government assisted units at-risk of conversion to market rate uses.

IMP-HOU-22: Energy Conservation Program

Implement a program that educates the public regarding energy conservation and promotes the use of alternative energy sources through financial reimbursement programs.

IMP-HOU-23: Lead-Based Paint and Asbestos Reduction Program

Evaluate the need for a lead-based paint and asbestos reduction program. If a need exists, implement a program that offers financial reimbursements to affected housing unit owners.

IMP-HOU-24: First-Time Home Buyers Assistance Program

Determine if there is a need for a First-Time Home Buyers Assistance Program. If need exists, investigate possible consulting firms with whom to contract out that can coordinate and administer such a program. The program, if necessary, would target households that are in the Low and Moderate Income Groups.

IMP-HOU-25: Downtown Rebound Planning Grant

Apply for a Downtown Rebound Planning Grant. The City will conduct a feasibility analysis and create an action plan regarding increasing housing through removing barriers and promoting infill housing, mixed-use developments and transit corridor development in Cerritos "downtown" area, with an emphasis on creating the maximum amount of affordable housing under the Downtown Rebound Planning Grant guidelines.

IMP-HOU-26: AB 1290 - Redevelopment Agency Implementation Plan

The Redevelopment Agency Implementation Plan (AB 1290) will be reviewed on an annual basis to evaluate the effectiveness, appropriateness and progress of the Cerritos Redevelopment Agency.

SAFETY ELEMENT

☐ **IMP-SAF-1: Annually Review SEMS Multi-Hazard Functional Plan**

A variety of man-made and natural hazards have the potential to harm Cerritos residents. The City's Standardized Emergency Management System Multi-Hazard Functional Plan provides the evaluation of potential hazards and the programs and methods to respond to a hazard event.

To ensure the evaluation of potential hazards in the City is current and contingency plans are in place, the City will conduct an annual review of the SEMS Multi-Hazard Functional Plan. The review will examine potential hazard and appropriateness of contingency plans to address potential hazards.

☐ **IMP-SAF-2: Implement a Public Outreach/Educational Program for Hazardous Materials**

The City of Cerritos understands many of the threats associated with the use, storage and disposal of hazardous materials can be reduced through the incorporation of a variety of precautions. Business, property owner and resident knowledge and implementation of appropriate precautions significantly reduce the potential danger associated with hazardous materials.

To enhance public awareness of the appropriate methods/techniques for the use, storage and disposal of hazardous materials, the City shall implement and public outreach and educational program for hazardous materials. The program shall consist of the provision of educational literature and other outreach materials as appropriate.

☐ **IMP-SAF-3: Implement a GIS-based Inventory of all Underground Pipelines**

Knowledge of the location and extent of underground utilities citywide is an important factor in reducing the likelihood of hazards associated with construction activities or natural events.

To reduce the potential for hazards associated with underground pipelines, the City shall implement a GIS-based inventory of underground utilities citywide. The inventory will provide the City with a comprehensive database of underground pipelines, including the location and type of facilities located within the City limits.

❑ **IMP-SAF-4: Implement Safety Considerations into the Development Review Process**

The City of Cerritos understands the most effective means to mitigate potential safety concerns related to new development is through evaluation during the development review process.

To ensure safety issues are adequately addressed for all new development, the City will incorporate review procedures into the development review process. These procedures will be coordinated with applicable City agencies, including police and fire, and provide a means for applicable agencies to comment on potential safety concerns.

❑ **IMP-SAF-5: Implement Educational Outreach Program Related to Crime Toward Cerritos' Youth**

The reduction in the potential for crime can be maintained and expanded outreach to the community. The City of Cerritos understands that focused efforts in community involvement and education related to crime prevention and public safety. Cerritos' youth population is a particularly important segment to educate.

The City of Cerritos will implement a focused educational outreach program towards Cerritos' youth population. The outreach activities may include programs, educational materials and cooperation with the Sheriff's Department, schools, business organizations and other appropriate organizations.

❑ **IMP-SAF-6: Implement and Maintain Annual Fire-Prevention Inspections of Non-Residential Facilities**

The protection of the health, safety and welfare of Cerritos residents is the City's highest priority. Ensuring this protection is maintained can be accomplished through regular inspections of facilities.

The City of Cerritos will implement and maintain an annual inspection routine for manufacturing, industrial, commercial, public, and other non-residential facilities to verify fire prevention and suppression facilities, practices and standards meet or exceed State of California standards.

CONSERVATION ELEMENT

❑ **IMP-CON-1: Establish Citywide Water Conservation Program for all City-Owned Facilities**

The City of Cerritos recognizes the importance of water conservation. The City seeks to lead by example through the implementation of water conservation measures for city-owned and maintained facilities.

The City shall establish and implement a water conservation program for all city-maintained facilities to provide a demonstrable example of conservation techniques. The program shall provide the residents of Cerritos with a better understanding of the principles, techniques and methods of water conservation and an example that can be implemented into private development.

❑ **IMP-CON-2: Implement Water Conservation Public Outreach Campaign**

Public knowledge of water conservation methods and practices will enhance the City's ability to make diligent efforts in the conservation of water. To enhance the public's knowledge about water conservation, the City shall implement a public outreach campaign to inform residents on the importance of water conservation. The outreach activities may include educational literature, programs and participation by appropriate organizations.

❑ **IMP-CON-3: Implement a Standard Menu of Energy-Conservation Incentives for Future Development**

The City of Cerritos understands that providing incentives for the implementation of energy-conserving measures will increase the likelihood of integrating energy conservation into new development.

The City of Cerritos will investigate and implement a standardized menu of incentives for new development activity that will encourage energy conservation. The incentives may include financial concessions, rebates, development bonus and other regulatory concessions as deemed appropriate.

❑ **IMP-CON-4: GIS Mapping of Existing and Future Tree Resources**

The City of Cerritos is designated a "Tree City USA". The City values this prestigious designation and seeks to retain this designation through tree care, planting and conservation measures.

To ensure the continue maintenance and enhancement of tree resources in Cerritos, the City shall implement a GIS-based inventory of existing and future tree resources. The GIS inventory shall contribute to the effective maintenance of the community's tree resources.

☐ IMP-CON-5: Implement "Landmark" Tree Designations Citywide

The City of Cerritos shall implement a program for the designation of "Landmark" trees that have been identified as having significant historical and cultural significance in the City. The program may include the mapping and cataloguing of landmark tree resources and other appropriate activities.

☐ IMP-CON-6: Expand Access to Cerritos' History

The City of Cerritos values its history and seeks to expand the community's knowledge and appreciation of the heritage of Cerritos. The City will implement programs and actions for the improved access to community history. These programs and actions may include access to library resources, outreach to schools, organizations and other interested groups.

OPEN SPACE/RECREATION ELEMENT

IMP-OSR-1: Evaluate Open Space Recreation Facilities to Remove Barriers for Those with Disabilities

The City of Cerritos values the ability for all residents to equally access open space and recreational facilities. Particular emphasis should be given to individuals with disabilities to ensure they have equal access to recreational resources citywide.

The City of Cerritos shall implement an analysis of open space and recreational facilities to evaluate the need for improved and/or modified facilities that enhance access for the disabled population. The analysis may include evaluation of barriers to access, modified facilities and other appropriate measures.

IMP-OSR-2: Annual Evaluation of Residents' Open Space/Recreational Needs

Expansion and improvement to the City's open space and recreational resources should be based upon identified needs and desires of Cerritos residents. The City understands that continued expansion and improvement of facilities should be directly responsive to the needs of the community.

The City shall implement an annual evaluation of residents' views to gauge community recreational needs. The annual evaluation may include interviews, surveys or other methods.

IMP-OSR-3: Establish GIS-Based Inventory of Existing Open Space

Maintain existing open space resources is an important goal for the City of Cerritos. The City understands the built out nature of the community places greater importance in the provision of open space and recreational opportunities.

To enhance the City's ability to effectively maintain open space resources, a GIS-based inventory of existing open space will be implemented. The database will provide an effective tool in managing open space resources in the City.

IMP-OSR-4: Expand Partnership with Los Angeles County to Enhance/Maintain Cerritos Regional County Park

The ability to maintain sufficient open space resources in a built out environment requires the City of Cerritos to develop and maintain relationships with local and regional agencies. The County of Los

Angeles has been identified as a key partner in the improvement and maintenance of Cerritos Regional County Park.

The City shall coordinate with the County of Los Angeles to establish a strong collaborative partnership for the enhancement of Cerritos Regional County Park.

☐ IMP-OSR-5: Continued Outreach/Promotion to Cerritos Residents

Public outreach to Cerritos residents is an effective way to inform the community of the variety of recreational programs available. The City shall implement and regular and continued series of actions to educate and inform Cerritos residents about local recreational opportunities. These actions may include literature, advertisements in local newspapers, newsletters, reader boards and the City's website.

AIR QUALITY ELEMENT

- ❑ **IMP-AQ-1: Continue cooperation with the South Coast Air Quality Management District and the Gateway Cities Council of Governments to Implement Requirements of the Air Quality Management Plan**

Air quality in Cerritos is a regional issue that requires the participation by local and regional agencies. The City of Cerritos shall continue cooperation with the South Coast Air Quality Management District and the Gateway Cities Council of Governments to implement the requirements of the regional Air Quality Management Plan.

- ❑ **IMP-AQ-2: Investigate and Promote Rideshare and Other Alternative Transportation Methods**

The City of Cerritos understands the most effective way to reduce vehicular emission is through the encouragement of ridesharing and transit use. The City of Cerritos will investigate and promote rideshare and other alternative modes of transportation. The City will evaluate programs such as preferential parking, park-and-ride lots, employer-based incentive programs and other programs deemed feasible.

- ❑ **IMP-AQ-3: Investigate and Promote Methods to Reduce Trips within the City**

The City of Cerritos is committed to reducing vehicle miles traveled within the City, improving air quality in the City and the region, and providing high quality services to its residents. The City will investigate the use of technology (i.e., use of the internet) as a way to disseminate City information (e.g., General Plan, LiveMap GIS, permitting processes) to residents and businesses as a way to reduce the number of vehicle trips to and from City Hall.

NOISE ELEMENT

☐ IMP-N-1: Review and Enforcement of Noise Ordinance

The City of Cerritos Noise Ordinance establishes the standards and guidelines for acceptable noise levels citywide. Enforcement of the noise ordinance provides an effective means to ensure acceptable noise standards are established in new and existing development.

☐ IMP-N-2: Review and Modify Site Planning and Design Standards for Reducing Potential Noise Impacts

Potential noise impacts can be minimized and/or mitigated through implementation of site planning and design standards. The incorporation of noise mitigation measures into building design and siting can provide a significant improvement to the noise environment.

The City of Cerritos intends to review and modify site planning and design standards to reduce the potential for noise-related impacts on existing and future development. The review of existing standards will consider various measures and techniques that meet or exceed normally acceptable noise standards as defined by the State of California.

GROWTH MANAGEMENT ELEMENT

❑ IMP-GM-1: Fee Nexus Study

The success of future growth in Cerritos depends on the provision of quality infrastructure. In order to ensure the maintenance, improvement and expansion of infrastructure meets the needs of future growth, the City must evaluate the costs associated with infrastructure development.

The City intends to evaluate the requirement of new development paying fair share through a fee nexus study. The study shall evaluate the need and appropriateness of fee requirements and determine the fair share amounts to be paid by new development activities.

❑ IMP-GM-2: Annual Review of Emergency Response Times

The City of Cerritos understands that future growth will require the evaluation of police, fire and medical services to ensure a high level of emergency services will continue to be made available to all Cerritos residents.

In order to ensure emergency services provide a high level of staffing and facilities, the City will conduct annual reviews of emergency response times. This review will be coordinated with the Los Angeles County Sheriff's Department and Los Angeles County Fire Protection District.

❑ IMP-GM-3: Establish Assistance/Incentive Program and Strategies for Local Merchants and Property Owners

The City of Cerritos prides itself of the provision of reliable and sustainable fiscal resources to fund municipal operations, facilities and business expansion/retention. To ensure the sustainability of these fiscal resources, the City encourages the revitalization of older businesses to promote economic health and vitality.

The City intends to establish a comprehensive assistance and incentive program for local merchants and property owners to encourage revitalization of aging shopping centers and other retail and commercial businesses. The City will evaluate the appropriateness of a variety of programs and strategies that best serve the local business community.

❑ **IMP-GM-4: Feasibility Study for Creating an Economic Development Corporation**

The development of new revenue sources to assist in growth management and fiscal sustainability is a priority for the City of Cerritos. The City seeks the development of new land rent revenue sources and other means to increase annual fiscal resources.

The City of Cerritos will investigate the feasibility of creating an Economic Development Corporation as a means to achieve growth management goals and objectives. The feasibility for this entity will evaluate the potential to provide an additional mechanism for property acquisition, property development and use rights.