

# CITY OF CERRITOS GENERAL PLAN EIR

Final • January 2004



CITY OF CERRITOS  
FINAL  
GENERAL PLAN  
ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE #2002081107

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## **1.0 INTRODUCTION AND PURPOSE**

### **1.1 PURPOSE**

The California Environmental Quality Act (CEQA) requires that all state and local agencies consider the environmental consequences of projects over which they have discretionary authority. An Environmental Impact Report (EIR) is intended to provide decision-makers and the public with information concerning the environmental effects of a proposed project, possible ways to reduce or avoid the possible environmental damage, and identify alternatives to the project. An EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; as well as significant cumulative impacts of all past, present and reasonably anticipated future projects.

The purpose of this Program EIR is to review the existing conditions, analyze potential environmental impacts, identify General Plan policies that serve as mitigation, and identify additional mitigation measures to reduce potentially significant effects of the proposed General Plan Update.

In addition, the EIR documents background information for the General Plan. Each jurisdiction must prepare supporting environmental documentation for goals and policies contained in the General Plan. This information will be adopted as part of the General Plan.

### **1.2 AUTHORITY**

The City of Cerritos is the Lead Agency under the California Environmental Quality Act (CEQA), and is responsible for preparing the Program Environmental Impact Report (EIR) for the Cerritos General Plan Update (State Clearinghouse No. 2002081107). This Program EIR has been prepared in conformance with CEQA (California Public Resources Code Section 21000 et seq.), California CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City of Cerritos. The principal CEQA Guidelines sections governing content of this document are Sections 15120 through 15132 (Content of an EIR), and Section 15168 (Program EIR).

### **1.3 APPROACH**

State law specifies the basic contents of the General Plan, however, it permits each jurisdiction to use any format deemed appropriate or convenient. General Plans are traditionally organized into a collection of required and optional elements. These elements contain a policy component and supporting documentation. The City of Cerritos intends for the General Plan to be used primarily as a policy document, and

has elected to include supporting documentation for the General Plan both in the Program EIR and the Technical Appendices.

### **1.3.1    GENERAL PLAN (VOLUME I)**

The State of California requires that each jurisdiction prepare and adopt a comprehensive General Plan. The role of the General Plan is to act as a “constitution” for development, the foundation upon which all land use decisions are based. The General Plan is required to address several state mandated issues, more commonly referred to as “elements.” Each local jurisdiction has the right to include additional elements if the issue is important to the long-term development of the community. The Cerritos General Plan Update includes the following elements: Land Use, Community Design, Circulation, Housing, Safety, Conservation, Open Space/Recreation, Air Quality, Noise, and Growth Management.

### **1.3.2    PROGRAM ENVIRONMENTAL IMPACT REPORT AND APPENDICES (VOLUME II AND III)**

Volumes II and III include the General Plan Update Program EIR, which includes background data and environmental analysis, and the Technical Appendices, which include technical reports on such topics as traffic, air quality and noise.

Both the Public Resources Code and the CEQA Guidelines discuss the use of “tiering” environmental impact reports by lead agencies. Public Resources Code Section 21068.5 defines “tiering” as:

*“The coverage of general matters and environmental effects in an environmental impact report prepared for a policy, plan, program or ordinance followed by narrower or site-specific environmental impact reports which incorporate by reference the discussion in any prior environmental impact report and which concentrate on the environmental effects which: (a) are capable of being mitigated, or (b) were not analyzed as significant effects on the environment in the prior environmental impact report.”*

The Cerritos General Plan Update Program EIR is intended to serve as a Program EIR or “first tier EIR.” CEQA Guidelines Section 15168 states that a Program EIR can be prepared in connection with “*the issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program.*” In this case, the Program EIR has been prepared for the City’s General Plan Update.

The approach of a Program EIR is appropriate for evaluating “*a series of actions that can be characterized as one large project and can be related either: (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with the issuance of rules, regulations, plans or other criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing*

*statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways” (CEQA Guidelines Section 15168).*

A Program EIR has the following advantages: *“It provides an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action; it ensures consideration of cumulative impacts that might be slighted in a case-by-case analysis; it avoids duplicative reconsideration of basic policy considerations; it allows the lead agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems of cumulative impacts; and it allows reduction in paperwork” (CEQA Guidelines Section 15168).*

Subsequent development projects proposed within the City must be reviewed in the context of this Program EIR to determine if additional environmental documentation is required. If the subsequent project would have environmental effects not addressed in the Program EIR, additional environmental review would be required. Where no new effects and no new mitigation measures are involved, the subsequent project can be approved without additional environmental documentation. Where an EIR is required for a subsequent project, the EIR should implement the applicable mitigation measures developed in the Program EIR, and focus its analysis on site-specific issues not previously addressed.

## **1.4 COMPLIANCE WITH CEQA**

The Program EIR is subject to a 45-day review period by responsible and trustee agencies and interested parties. In accordance with the provision of Sections 15085(a) and 15087(a)(1) of the CEQA Guidelines, the City of Cerritos acting as Lead Agency: 1) will publish a notice of availability of a Draft EIR in the Los Cerritos Community News, a newspaper of general circulation; and 2) will prepare and transmit a Notice of Completion (NOC) to the State Clearinghouse. Proof of publication is available at the City of Cerritos Community Development Department.

Any public agency or members of the public desiring to comment on the Draft EIR must submit their comments in writing to the individual identified on the document’s NOC prior to the end of the public review period. Upon the close of the public review period, the Lead Agency will then proceed to evaluate and prepare responses to all relevant oral and written comments received from both citizens and public agencies during the review period.

The Final EIR will consist of the Draft EIR, any revisions to the Draft EIR and responses to comments addressing concerns raised by responsible agencies or reviewing parties. After the Final EIR is completed and at least 10 days prior to its certification, a copy of the response to comments made by public agencies on the Draft EIR will be provided to the respective agency.

## 1.5 INTENDED USES OF THIS EIR

The City of Cerritos, as the Lead Agency for this project, will use this Program EIR in consideration of the proposed General Plan Update. This document will provide environmental information to several other agencies affected by the project, or which are likely to have an interest in the project. Various State and Federal agencies exercise control over certain aspects of the study area. The various public, private and political agencies and jurisdictions with a particular interest in the proposed project, include, but are not limited to the following:

- ABC Unified School District
- Bellflower Unified School District
- California Air Resources Board (CARB)
- California Department of Conservation
- California Department of Fish and Game
- California Department of Transportation (Caltrans)
- California Environmental Protection Agency (CalEPA)
- California Office of Emergency Services
- California Regional Water Quality Control Board (CRWQB)
- California Reclamation Board (CRB)
- Cerritos Community College
- City of Artesia
- City of Bellflower
- City of Buena Park
- City of Cerritos
- City of Cypress
- City of La Palma
- City of Lakewood
- City of Santa Fe Springs
- County of Los Angeles
- County of Orange
- County of Los Angeles Public Works
- County Sanitation Districts of Los Angeles County
- Los Angeles County Fire Department
- Los Angeles County Health Department
- Los Angeles County Sheriff Department
- Metro Water District
- Gateway Cities Council of Governments (GCOG)
- South Coast Air Quality Management District (SCAQMD)
- Southern California Association of Governments (SCAG)
- U.S. Environmental Protection Agency

## 1.6 EIR SCOPING PROCESS

In compliance with the CEQA Guidelines, the City of Cerritos has taken steps to maximize opportunities for individuals, parties, and agencies to participate in the environmental process. During the preparation of the General Plan Update Program EIR, an effort was made to contact various Federal, State, regional, and local government agencies and other interested parties to solicit comments and inform the public of the proposed project. This included the distribution of an Initial Study and Notice of Preparation (NOP) on August 23, 2002.

### 1.6.1 INITIAL STUDY

In accordance with Section 15063(a) of the CEQA Guidelines, as amended, the City of Cerritos undertook the preparation of an Initial Study. The Initial Study determined that a number of environmental issue areas may be impacted. As a result, the Initial Study determined that the Program EIR should address the project's significant impacts on the following environmental issue areas:

- Aesthetics;
- Air Quality;
- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Noise;
- Population and Housing;
- Public Services;
- Recreation;
- Transportation/Traffic; and
- Utilities and Service Systems.

### 1.6.2 NOTICE OF PREPARATION

Pursuant to the provision of Section 15082 of the CEQA Guidelines, as amended, the City of Cerritos circulated a NOP to public agencies, special districts, and members of the public requesting such notice. The required public review period commenced on August 23, 2002 with the 30-day review concluding on September 23, 2002. The purpose of the NOP was to formally convey that the City is preparing a Program EIR for the City of Cerritos General Plan Update, and that as Lead Agency, was soliciting input regarding the scope and content of the environmental information to be included in the General Plan Update Program EIR. The Initial Study was circulated with the NOP. The NOP, Initial Study, and responses to the NOP are provided in Appendix E.

### 1.6.3 NOP AND SCOPING RESULTS

The following specific environmental concerns were raised by responses to the NOP and in comments expressed during the scoping process. The NOP responses and written comments received are contained in Appendix E.

The City of Cerritos received NOP comments from the following agencies:

- Governor's Office of Planning and Research, State Clearinghouse
- County of Orange, Planning & Development Services Department
- County Sanitation Districts of Los Angeles County
- Southern California Gas Company
- County of Los Angeles, Department of Health Services, Public Health

Below is a summary of the issues raised in the NOP comment letters and the EIR section where the comments are addressed.

Projected sewage flows and comparisons with the County Sanitation Districts of Los Angeles County current predictions to determine any potential impacts (refer to Section 4.9, *Public Services and Utilities*);

Provision of gas service to future development in the City (refer to Section 4.9, *Public Services and Utilities*); and

Development impacts on closed disposal sites (refer to Section 4.11, *Public Health and Safety*).

## 1.7 FORMAT OF THE PROGRAM EIR

Section 1.0, *Introduction*, provides an overview of the proposed Cerritos General Plan Update and the scope, use and approach of the Program EIR.

Section 2.0, *Executive Summary*, provides a summary of the project, environmental analysis, alternatives, as well as areas of controversy and issues to be resolved.

Section 3.0, *Project Description*, includes a detailed description of the General Plan Update. This section describes the environmental setting and defines the project. Assumptions used during the preparation of this document are also identified.

Section 4.0, *Environmental Analysis*, evaluates the impacts associated with the proposed General Plan Update goals and policies. This section is organized by topic (i.e., land use, traffic, parks and recreation). Each area includes a description of the environmental setting relative to that issue; the environmental effects of the proposed project; mitigation measures; and determinance of significance after mitigation. Mitigation measures that are incorporated into the General Plan Update in the form of goals and policies are described in the Environmental Impacts and Mitigation

Measures subsection and additional mitigation measures, which may be required to mitigate project impacts, are recommended.

Impacts and mitigation measures are generally organized under the issue topics. However, an impact or mitigation measure's location within the document should not restrict it from being considered under another issue topic, even though omitted from that section. Many of the impacts relating to a General Plan, such as Cerritos', are multi-faceted. Similarly, the goals and policies and actions that serve as mitigation measures and additional mitigation measures recommended, may accomplish several objectives and mitigate more than one impact. It is important that decision-makers be cognizant of this fact in their consideration and use of this document. If mitigation measures are altered, the affect that would have on other issues should be evaluated.

Cumulative impacts are discussed in Section 4.13.

Section 5.0, *Alternatives to the Proposed Action*, is a discussion of the alternatives to the proposed project and related impacts and evaluation. An environmentally superior option is discussed in this section.

Sections 6.0, *Growth Inducing Impacts of the Proposed Action*; 7.0, *Effects Found Not To Be Significant*; 8.0, *Significant Environmental Effects which cannot be Avoided if the Proposed Action is Implemented*; and 9.0, *Significant Irreversible Environmental Changes Which Would Occur if the Proposed Action is Implemented*; address the remainder of CEQA mandated issue areas.

Section 10.0, *References*, lists the organizations and individuals contacted during the preparation of the General Plan Update Program EIR, report preparation personnel and a list of reference materials.

Section 11.0, *Responses to Comments*, provides both the comment letters and responses to comments, as well as a comprehensive list of errata and changes incorporated into the Final General Plan and EIR. This section will be included in the Final EIR.

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## 2.0 EXECUTIVE SUMMARY

### 2.1 PROJECT LOCATION

The City of Cerritos is located in the center of the Los Angeles basin bordering Los Angeles County and Orange County. The City encompasses approximately 8.9 square miles and is bisected by Artesia and is bordered by Norwalk, Santa Fe Springs, La Mirada, Buena Park, La Palma, Lakewood and Bellflower.

### 2.2 PROJECT SUMMARY

The General Plan Update is a comprehensive update of the 1988 General Plan. The update includes reorganization of the General Plan into the following elements: Land Use, Community Design, Circulation, Housing, Safety, Conservation, Open Space/ Recreation, Air Quality, Noise and Growth Management.

The Program EIR shall evaluate potential environmental impacts resulting from the following revisions to the City's General Plan, including but not limited to:

- Update of existing conditions with year 2001 serving as the baseline year.
- Update of General Plan development projections to the year 2020. Projections for population, employment, residential and non-residential development have been updated for the year 2020.
- Update of the Land Use Element, including:
  - Establishment of building intensities for all non-residential (commercial, industrial and institutional) land use categories.
- Addition of a Community Design Element.
- Addition of a Growth Management Element.
- Establishment of planning factors upon which to develop new goals and policies.
- Additions, deletions or modifications to the 1988 General Plan goals and policies.
- Amendment of the remaining General Plan Elements to reflect items 1, 2, 4 and 5, above.
- The goals of the Update is not to make dramatic changes to the City's existing land use policy map, but rather to quantify remaining development in a way that

can be correlated to existing uses and conditions, while at the same time capitalizing on future development and/or redevelopment potential.

## PROJECTED LAND USE GROWTH

The City of Cerritos is approximately 99 percent built out. As such, the proposed General Plan will focus on preserving residential neighborhoods, guiding the remaining development and redevelopment opportunities and encouraging the revitalization of selected areas. In total, land use growth anticipated within the planning horizon of the proposed General Plan would result in the following scenario:

- 15,871 dwelling units;
- 390,246 square feet of office-professional commercial;
- 2,418,241 square feet of community commercial;
- 6,845,751 square feet of regional commercial;
- 643,230 square feet of industrial/commercial;
- 11,778,472 square feet of light industrial;
- 355,994 square feet of educational use;
- 137,666 square feet for public and quasi-public uses; and
- 224,385 square feet of uses throughout the City in various other land use categories.

Collectively, these numbers represent a total of 15,871 dwelling units and 22,793,985 square feet of non-residential development. A population of 53,009 is anticipated in 2020.

In addition to the General Plan 2020 estimates, the City has developed estimates for growth over existing conditions. The Anticipated growth in residential, commercial and industrial uses over year 2001 conditions is:

- 179 dwelling units; and
- 2,427,763 square feet of non-residential development.

## 2.3 PROJECT OBJECTIVES

The City of Cerritos' objectives for the proposed General Plan and General Plan EIR are as follows:

- Update the City's environmental baseline conditions to the year 2001.
- Addition of new goals and policies based upon the new planning factors established for the General Plan Update.
- Update the General Plan development projections for the year 2020, including projections for dwelling units, non-residential square footage, population and employment.

- Conform with Section 21000 et. seq. of CEQA, which requires that environmental impacts be addressed and mitigated.
- Prepare and certify a General Plan EIR (Program EIR) that will serve as the first tier environmental document, consistent with the requirements of Section 15152 of the CEQA Guidelines.
- Provide a basis for informative decisions when considering the 2020 development associated with implementation of the General Plan in the City of Cerritos.
- Provide a legally defensible environmental foundation upon which decisions may be evaluated and justified.

## 2.4 PROJECT IMPACT

The City of Cerritos determined that a Program EIR should be prepared pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The environmental issues identified by the City for assessment in the Program EIR include:

- Land Use;
- Population, Employment and Housing;
- Transportation/Circulation;
- Air Quality;
- Noise;
- Geologic Hazards;
- Hydrology and Drainage;
- Public Services and Utilities;
- Parks, Recreation and Human Services;
- Cultural Resources; and
- Aesthetics.

Section 4.0 of this EIR provides a description of potential environmental impacts of the proposed General Plan and recommends mitigation measures to reduce impacts to a less than significant level, where possible. After implementation of the recommended mitigation measures, most of the significant or potentially significant impacts associated with the proposed General Plan would be reduced to a less than significant level. However, the impacts listed below could not be feasibly mitigated and would result in a significant and unavoidable impact with implementation of the proposed General Plan.

### AIR QUALITY

Development under the proposed General Plan Update would create unavoidable significant impacts related to construction, mobile sources and stationary sources.

These impacts are primarily based on the premise that the City and pollutant sources within are widely dispersed and numerous. Although measures related to construction and stationary sources would be implemented on a project-by-project basis, and vehicular emission-reducing programs would be implemented Citywide, it is anticipated that these impacts would remain unavoidable and significant.

## **TRANSPORTATION/CIRCULATION**

Development under the proposed General Plan Update would create an unavoidable significant impact for two roadway segments: South Street, west of Studebaker Avenue; and South Street, between I-605 and Grindley Avenue. Currently, these roadway segments operate at a LOS C and LOS D, respectively. However, analysis indicates that at buildout of the proposed General Plan Update, both of these roadway segments would operate at a LOS E, which would exceed the LOS D acceptable threshold established by the City. Although policies and mitigation measures would be implemented on a project-by-project basis, these roadway segments would remain operating at a LOS E; thus, the impact would remain unavoidable and significant.

## **CUMULATIVE IMPACTS**

Implementation of the proposed General Plan Update, in combination with regional growth, would result in cumulatively significant impacts with regard to:

- Transportation/Circulation; and
- Air Quality.

## **TRANSPORTATION/CIRCULATION**

The Circulation Element of the proposed General Plan Update considers the impacts of traffic traveling through, as well as within the City of Cerritos. Future cumulative travel patterns within and through the City would be directly influenced by changes to the surrounding regional transportation system. The proposed General Plan Update does not involve any major changes to existing land use designations or new land use designations that would increase vehicle trips or congestion on City roadways. However, implementation of the proposed General Plan would result in two roadway segments operating at unacceptable service levels over existing conditions. LOS standards would be exceeded along South Street, west of Studebaker Avenue; and along South Street, between I-605 and Grindley Avenue.

Regional buildout in accordance with SCAG 2020 projections would result in future development that would increase vehicle trips and traffic congestion on County roadways, resulting in cumulative impacts to the above mentioned roadway segments.

## AIR QUALITY

Development under the proposed General Plan Update and cumulative development in the region would create significant impacts related to construction, mobile sources and stationary sources. Development within Cerritos would occur on vacant and underutilized parcels. The proposed General Plan Update includes measures to reduce emissions related to construction, stationary sources and vehicular trips. On a regional basis, the South Coast Air Quality Management District has addressed mitigation of air quality impacts. However, with mitigation, air quality impacts would remain cumulatively significant.

## 2.5 SUMMARY OF PROJECT ALTERNATIVES

Section 5.0, *Alternatives to the Proposed Action*, analyzes a range of reasonable alternatives to the proposed project that could feasibly attain the basic objectives of the proposed project, while evaluating the comparative merits of each alternative. Potential environmental impacts associated with four alternatives are compared to the impacts from the proposed project. The alternatives include: No Project/No Development and Existing General Plan.

The **No Project/No Development Alternative** assumes that no additional development would occur; thus, the City would maintain the status quo of existing land use conditions and levels of development in the City of Cerritos. Any development that would occur as part of the buildout of the proposed General Plan Update would not occur under this Alternative. By definition, this Alternative prohibits the issuance of any further building permits. This situation would void the implementation of any current or future General Plan for the City of Cerritos, and would therefore be in direct conflict with California statutes requiring General Plans, the Subdivision Map Act and the rights of landowners to develop their property.

The **Existing General Plan Alternative** assumes that ultimate buildout of the Existing General Plan would occur. The Existing General Plan encompasses the same geographic area as that in the proposed General Plan Update. However, the General Plan Update proposes revisions to the Existing General Plan. The proposed General Plan would update existing conditions with year 2001 serving as the baseline year and would provide projections for population, employment, residential and non-residential development for the year 2020. The proposed General Plan would establish building intensities for all non-residential (commercial, industrial and institutional) land use categories and would involve the addition of a Community Design Element and a Growth Management Element. The proposed General Plan would establish planning factors to develop new goals and policies and would make necessary additions, deletions or modifications to the 1988 General Plan goals and policies. This Alternative assumes that the Existing General Plan would continue to provide outdated information regarding several issues, such as the City traffic conditions, land use database, community noise levels and air quality data. In addition, the Existing General Plan

would not include the changes or modifications noted above or detailed in Section 3.0, *Project Description*, of this EIR.

Section 5.6 identifies the environmentally superior alternative as the proposed General Plan.

## 2.6 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The summary includes impact statements, level of significance before policies/mitigation, policies proposed in the General Plan, mitigation measures and level of significance after policies/mitigation.

### LAND USE

#### CONSISTENCY WITH RELEVANT FEDERAL AND STATE PLANS AND POLICIES

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN POTENTIAL CONSISTENCY IMPACTS WITH FEDERAL AND STATE PLANS AND POLICIES.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:** The Safety, Conservation, Air Quality and Growth Management Elements include the following policies:

- |         |  |
|---------|--|
| 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-9.5 | Coordinate with Regional, State and Federal Agencies to prepare for and respond to potential terrorism threats.  |
| 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.  |

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- CON-1.4      Establish and implement water conservation methods for all city-maintained facilities in order to provide a demonstrable example of conservation techniques.
  
- CON-2.2      Apply applicable government energy standards to all new development.
  
- 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.
  
- 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.
  
- 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.
  
- 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-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.
- 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.
- AQ-4.3 Adopt incentives and regulations to reduce emissions from swimming pool heaters and residential and commercial water heaters.
- GM-1.1 Ensure new development pays its fair share of costs associated with providing adequate water and sewer service.
- 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:
- 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-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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**CONSISTENCY WITH RELEVANT REGIONAL PLANS AND POLICIES**

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN POTENTIAL CONSISTENCY IMPACTS WITH POLICIES IN SCAG'S REGIONAL COMPREHENSIVE PLAN AND GUIDE.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:** Table 4.1-5 identifies all relevant policies.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**CONSISTENCY WITH RELEVANT LOCAL PLANS AND POLICIES**

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN POTENTIAL CONSISTENCY IMPACTS WITH LOCAL PLANS AND POLICIES.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:** The Land Use and Community Design Elements include the following policies:

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.

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-2.5 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.
- 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.
- 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-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-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.
- 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-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-4.6      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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**LAND USE COMPATIBILITY**

- DEVELOPMENT ASSOCIATED WITH THE BUILDOUT OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN DIRECT IMPACTS REGARDING LAND USE INCOMPATIBILITIES.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:** The Land Use, Community Design, Circulation, Housing, Open Space/Recreation and Noise Elements contain the following 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.
  
- 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.
  
- LU-6.1      Encourage compatible land uses to locate in appropriate areas of the City.
  
- 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.
  
- LU-9.1      Protect residential areas from the effects of potentially incompatible uses. Where new commercial or industrial development is allowed

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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-11.1 Encourage a variety of housing types and sizes that are balanced throughout the City and 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-12.1 Balance size and number of units to achieve appropriate (limit) intensity.
- CD-3.7 Ensure that buildings are appropriate to their context and designed to be compatible with surrounding uses and special districts.
- CIR-3.1 Review vicinity of circulation plans of commercial development to minimize conflicts with residential neighborhoods.
- HOU-2.2 Assist developers in the identification of suitable residential sites.
- OSR-2.2 Carefully consider geographic locations, hours of operation and other factors influencing access when evaluating future park and facility locations.
- 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.
  
- N-2.2        Strive to resolve existing and potential conflicts between noise generating uses and human activities.
  
- N-3.4        Consider noise impacts associated with the development of residential uses in the vicinity of non-residential uses.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

### TREE PRESERVATION ORDINANCE

- THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN DEVELOPMENT ASSOCIATED WITH BUILDOUT THAT COULD BE IN CONFLICT WITH THE CITY'S TREE PRESERVATION ORDINANCE.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** The Community Design and Conservation Elements include the following 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.
  
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## POPULATION, EMPLOYMENT AND HOUSING

### POPULATION GROWTH

- POPULATION GROWTH ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE IS ANTICIPATED TO RESULT IN AN INCREASE IN POPULATION WITHIN THE CITY IN THE PLANNING HORIZON YEAR OF 2020.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:** The Land Use Element contains the following 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 Coordination of 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 Coordination of 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      Evaluation of 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.
- 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-8.2      Use redevelopment financing in conjunction with code enforcement activities to assist in the rehabilitation of non-residential and residential developments.
- LU12.1      Balance size and number of units to achieve appropriate (limit) intensity.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## EMPLOYMENT GROWTH

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE WOULD RESULT IN THE ADDITION OF APPROXIMATELY 1,360 JOBS WITHIN THE CITY IN THE PLANNING HORIZON YEAR OF 2020.

**Level of Significance Before Mitigation/Policies:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:** The Land Use Element contains the following 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.

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- LU-2.2      Coordination of 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      Coordination of 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      Evaluation of 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.
  
- LU-8.1      Direct Redevelopment Agency investments to those economic activities and locations with the greatest potential economic return.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**HOUSING**

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE WOULD RESULT IN THE ADDITION OF 179 DWELLING UNITS TO THE CITY’S HOUSING STOCK IN THE PLANNING HORIZON YEAR OF 2020.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:** The Land Use and Housing Elements contain the following 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      Coordination of 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      Coordination of 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      Evaluation of 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.
- 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-8.2      Use redevelopment financing in conjunction with code enforcement activities to assist in the rehabilitation of non-residential and residential developments.
- 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.

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- 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.
  
- LU-10.2     Discourage the construction of new housing at substantially lower densities than the maximum permitted by the General Plan, particularly on sites designated for medium density housing.
  
- 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.
  
- HOU-2.2     Provide incentives to affordable housing developers in the form of financial contributions, density bonus, land contributions, development standard flexibility and fee waivers.
  
- 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.
  
- 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 lead-based paint and asbestos hazards reduction program and establish program, if needed.
- HOU-4.1     Improve housing assistance for low and moderate-income household to obtain ownership.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## AESTHETICS

### VISUAL QUALITY

- NEW PROJECTS CONSTRUCTED UNDER THE PROPOSED GENERAL PLAN UPDATE COULD RESULT IN DEVELOPMENT THAT IS OUT OF SCALE OR CHARACTER WITH THE SURROUNDING URBAN ENVIRONMENT.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** The Land Use, Community Design, Circulation, Housing, Conservation, Open Space/Recreation and Growth Management Elements contain the following 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-6.1     Encourage compatible land uses to locate in appropriate areas of the City.
- 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.

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- 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-10.1 Encourage “area development plans” which incorporate a more comprehensive and creative approach to residential design.
- 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-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.
- 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.
- 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.
- 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.

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- 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 temporary 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.
- 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-3.6 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.

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- 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 or industrial 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 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.
- 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.
- CIR-9.1 Provide attractive streetscapes in a cost-effective, low-maintenance manner.

- CIR-9.2      Develop and implement a consistent street and landmark signing program throughout the City.
- CIR-9.3      Maintain and replace street trees as needed to achieve their aesthetic purpose and avoid damage to streets and sidewalks.
- 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.
- HOU-3.1      Encourage the maintenance and repair of existing housing.
- HOU-3.2      Support neighborhood associations in the pursuit of City Wide Pride.
- CON-6.1      Enforce the City's Tree Preservation Ordinance in order to preserve the City's existing urban forest.
- 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.
- OSR-1.1      Promote the development of aesthetically pleasing landscaped corridors that promote a sense of the natural environment.

- 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.
- GM-7.2 Ensure that private development contributes financially to the quality of civic, educational and cultural environment.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## LIGHT AND GLARE

- LIGHT AND GLARE FROM NEW DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY ADVERSELY AFFECT SENSITIVE RECEPTORS SUCH AS RESIDENTIAL USES.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** The Land Use and Community Design Elements contain the following 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-6.1 Encourage compatible land uses to locate in appropriate areas of the City.
- 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-9.3 Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a residential neighborhood.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## TRAFFIC/CIRCULATION

### 2020 TRAFFIC VOLUMES/ROADWAY CAPACITIES

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE WOULD RESULT IN AN INCREASE IN TRAFFIC VOLUMES FOR THE PLANNING HORIZON YEAR OF 2020, WHICH WOULD IMPACT THE CAPACITIES OF ROADWAYS WITHIN THE CITY OF CERRITOS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** The Circulation Element includes the following 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 cities 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.
- CIR-2.1      Maintain the current City policy that specifically precludes through traffic on 183<sup>rd</sup> Street at the easterly boundary of the City; Shoemaker

Avenue at the southerly boundary of the City; and 195<sup>th</sup> Street at the westerly boundary of the City.

- CIR-2.2      Make arterial or intersection improvements where necessary to accommodate traffic demand that would otherwise divert to secondary and local streets.
  
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are feasible.

**Level of Significance After Policies/Mitigation:** Significant and Unavoidable Impact.

## 2020 TRAFFIC CONDITIONS AT INTERSECTIONS

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE WOULD RESULT IN AN INCREASE IN TRAFFIC VOLUMES FOR THE PLANNING HORIZON YEAR OF 2020, WHICH WOULD IMPACT THE CAPACITIES OF INTERSECTIONS WITHIN THE CITY OF CERRITOS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** The Circulation Element includes the following 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 cities 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.
- CIR-2.1      Maintain the current City policy that specifically precludes through traffic on 183<sup>rd</sup> Street at the easterly boundary of the City; Shoemaker Avenue at the southerly boundary of the City; and 195<sup>th</sup> Street at the westerly boundary of the City.
- 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.
- 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.

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- 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measures are recommended to further reduce traffic impacts.

- MM-CIR-1    Future projects that would add traffic volumes to the intersection at South Street and Carmenita Road shall advance fair share contributions to the cost of necessary improvements to achieve a LOS D, which can include but is not limited to adding a third southbound through lane, a third east bound through lane and a westbound through lane. Fair share contributions shall be advanced per the direction of the City. The City shall monitor the volumes at the intersection of South Street and Carmenita Road to determine if improvements are necessary, and if they are determined to be necessary, the City shall determine the most appropriate improvement (i.e., signalization timing, lanes) necessary to achieve LOS D.
  
- MM-CIR-2    Future projects that would add traffic volumes to the intersection at Artesia Boulevard and Carmenita Road shall advance fair share contributions to the cost of necessary improvements to achieve a LOS D, which can include but is not limited to adding a second eastbound left-turn lane and the striping of a northbound right-turn lane. Fair share contributions shall be advanced per the direction of the City. The City shall monitor the volumes at the intersection of Artesia Boulevard and Carmenita Road to determine if improvements are necessary, and if they are determined to be necessary, the City shall determine the most appropriate improvement (i.e., signalization timing, lanes) necessary to achieve a LOS D.
  
- MM-CIR-3    Future projects that would add traffic volumes to the intersection at 183<sup>rd</sup> Street and Bloomfield Avenue shall advance fair share contributions to the cost of necessary improvements to achieve a LOS D, which can include but is not limited to adding a second westbound left-turn lane. Fair share contributions shall be advanced per the direction of the City. The City shall monitor the volumes at the intersection of 183<sup>rd</sup> Street and Bloomfield Avenue to determine if improvements are necessary, and if they are determined to be necessary, the City shall determine the most appropriate improvement (i.e., signalization timing, lanes) to achieve LOS D.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

### **CONSISTENCY WITH CMP, AQMP AND RMP**

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN INCONSISTENCIES WITH THE CMP, AQMP AND RMP.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:** The Circulation and Air Quality Elements include the following policies:

- CIR-1.1      Use the Circulation Element to guide detailed planning and implementation of the City's roadway system.
- CIR-1.5      Implement traffic signal coordination to enhance traffic flow, and reduce delay at signalized intersections. Coordinate with neighboring cities 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.
- 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.
- 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.

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- 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      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-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.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## ALTERNATIVE TRANSPORTATION

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN AN INCREMENTAL INCREASE IN DEMAND FOR TRANSIT SERVICE AND MAY ENHANCE POLICIES SUPPORTING ALTERNATIVE TRANSPORTATION.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:** The Circulation Element includes the following policies:

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

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- 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-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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## AIR QUALITY

### CONSTRUCTION EMISSIONS

- CITYWIDE CONSTRUCTION ACTIVITY UNDER THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN A CUMULATIVELY CONSIDERABLE INCREASE OF CRITERIA POLLUTANTS, AND THUS MAY VIOLATE AIR QUALITY STANDARDS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** The Air Quality and Circulation Elements include the following 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 project 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-3.1 Adopt incentives, regulations, and/or procedures to minimize particulate emissions from grading operations and building construction.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update or SCAQMD regulations are available to reduce this impact to a less than significant level.

**Level of Significance After Policies/Mitigation:** Significant and Unavoidable Impact.

**VEHICLE MILES TRAVELED AND STATIONARY SOURCE EMISSIONS**

- BUILDOUT UNDER THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN AN OVERALL INCREASE IN MOBILE AND STATIONARY SOURCE EMISSIONS WITHIN THE CITY WHICH MAY EXCEED SCAQMD AIR QUALITY STANDARDS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** The Air Quality, Land Use and Circulation Elements include the following policies:

Mobile Emission Reduction

- 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 project to the greatest extent feasible.
- 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.
- 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.
- CIR-1.1 Use the Circulation Element to guide detailed planning and implementation of the City’s roadway system.

- 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 cities 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.
- CIR-2.2      Make arterial or intersection improvements where necessary to accommodate traffic demand that would otherwise divert to secondary and local streets.
- 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-3.4      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.
- CIR-4.2      Evaluate and upgrade sub-standard intersections or roadway segments.
- CIR-4.6      Update and enforce a defensible city-wide speed limit program.
- 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-6.1      Implement land use and employment strategies to reduce the need for travel.

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- 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.
- 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-7.4 Evaluate the use of protected-permissive left-turn phasing at appropriate intersections, to reduce vehicle delay during off-peak periods.
- 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.
- 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.
- 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-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.

Area Source Emission Reduction

- 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 project 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.

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- 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.
- 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.
- 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-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-2.5      Evaluation of 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.

- LU-4.2      Ensure that the siting of 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-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-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, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses.
  
- 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-10.2     Discourage the construction of new housing at substantially lower densities than the maximum permitted by the General Plan, particularly on sites designated for medium density housing.
  
- LU-12.1     Balance size and number of units to achieve appropriate (limit) intensity.
  
- LU-13.1     Review all development applications in light of the overall mass and scale of the intensity.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update and SCAQMD regulations are available to reduce this impact to a less than significant level.

**Level of Significance After Policies/Mitigation:** Significant and Unavoidable Impact.

**CONSISTENCY WITH REGIONAL PLANS**

- BUILDOUT OF THE PROPOSED GENERAL PLAN UPDATE MAY CONFLICT OR OBSTRUCT IMPLEMENTATION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENT'S REGIONAL COMPREHENSIVE PLAN GUIDELINES (RCP) AND THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT'S AIR QUALITY MANAGEMENT PLAN (AQMP).

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** The Air Quality and Circulation Elements include the following 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 project 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.
- AQ-2.4      Promote State and Federal legislation that would improve vehicle/transportation technology and cleaner fuels.
- 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-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-3.6      Consider implementing a formalized local street protection program with specific petition, review, ranking and test installation procedures.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## NOISE

### CONSTRUCTION NOISE

- DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE WOULD INVOLVE CONSTRUCTION-RELATED NOISE AS FUTURE PARCELS ARE DEVELOPED AND/OR RENOVATED.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** The Noise Element contains the following policies:

- N-1.1      Mitigate transportation equipment impacts at construction sites.
  
- N-2.1      Continuously review the Noise Ordinance to ensure noise generating uses are adequately addressed.
  
- N-2.3      Ensure noise mitigation techniques are incorporated into all construction-related activities.
  
- N-3.1      Enforce noise standards, as contained in the City's Noise Ordinance.
  
- N-3.3      Incorporate noise reduction measures into all development proposals, as necessary.

N-3.4 Consider noise impacts associated with the development of residential uses in the vicinity of non-residential uses.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**TRAFFIC NOISE**

- FUTURE TRAFFIC NOISE LEVELS ASSOCIATED WITH BUILDOUT OF THE PROPOSED GENERAL PLAN UPDATE MAY CONTRIBUTE TO AN EXCEEDANCE OF THE CITY'S NOISE STANDARD RESULTING IN POTENTIAL NOISE IMPACTS TO SENSITIVE RECEPTORS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** The Noise Element contains the following policies:

- N-1.2 Ensure noise mitigation measures are included in the design of new developments.
- N-2.1 Continuously review the Noise Ordinance to ensure noise-generating uses are adequately addressed.
- 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 residential uses in the vicinity of non-residential uses.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measures are recommended to further reduce noise impacts.

- MM-N-1 If noise complaints are received by the City from noise-sensitive land uses along Artesia Boulevard and Carmenita Road, a noise assessment shall be prepared, to the satisfaction of the Community Development Director. The noise assessment shall review existing noise sources and make recommendations to ensure that the criteria

established in the City of Cerritos Noise Ordinance is not exceeded for the noise-sensitive uses.

**Level of Significance After Policies/Mitigation:** Less than Significant Impact.

## STATIONARY NOISE

- STATIONARY NOISES WITHIN THE CITY MAY IMPACT ADJACENT LAND USES.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** The Noise Element contains the following policies:

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|-------|--|
| 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-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 residential uses in the vicinity of non-residential uses.  |

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## GEOLOGY AND SEISMIC HAZARDS

### FAULT RUPTURE

- FUTURE DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN GEOLOGIC OR SEISMIC HAZARDS WITH RESPECT TO RUPTURE OF A KNOWN EARTHQUAKE FAULT.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:**

- SAF-2.1      Provide instructional materials, classes and other education resources to ensure residents and the day-time population is 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 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**LANDSLIDES**

- THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN GEOLOGIC OR SEISMIC HAZARDS WITH RESPECT TO LANDSLIDES.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:** No policies within the proposed General Plan Update pertain to potential impacts resulting from landslides.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**SOIL EROSION**

- FUTURE DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN IMPACTS RELATED TO SOIL EROSION OR THE LOSS OF TOPSOIL.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:** No policies within the proposed General Plan Update pertain to potential impacts resulting from soil erosion or loss of topsoil.

**Mitigation Measures:** The following mitigation measure is recommended to further reduce any impacts.

- MM-GEO-1 Grading plans for development projects shall include an approved drainage and erosion control plan to minimize the impacts from erosion and sedimentation during grading. Plans should conform to all standards adopted by the City and meet the requirements of Storm Water Pollution Prevention Plans (SWPPS) required by California State Water Resources Control Board.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

### SEISMIC GROUND SHAKING

- THE CITY OF CERRITOS MAY BE SUBJECT TO HIGH LEVELS OF GROUND SHAKING DURING A SEISMIC EVENT. THIS MAY RESULT IN SUBSTANTIAL DAMAGE TO SOME BUILDINGS WITHIN THE COMMUNITY.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

#### **Policies in the Proposed General Plan Update:**

- SAF-2.1 Provide instructional materials, classes and other education resources to ensure residents and the day-time population is 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 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measures are recommended to further reduce any impacts.

- MM-GEO-2 Due to the potential for ground shaking in a seismic event, individual development projects shall comply with the standards set forth in the Uniform Building Code (UBC) (most recent edition) to assure seismic safety to the satisfaction of the City's Community Development Department prior to issuance of a building permit, including compliance with California Division of Mines and Geology Special Publication 117 (Guidelines for Evaluation and Mitigating Seismic Hazards in California, adopted March 13, 1997).

MM-GEO-3 Individual development projects shall comply with non-structural seismic mitigation measures, e.g. overhead glass treatments shall use safety glass or film; vending machines, ice machines (if used) and other types of machines and equipment shall be bolted or braced. Pictures and decorative items within common areas shall be secured for earthquake safety.

MM-GEO-4 Ensure individual development projects compliance with current seismic mitigation codes.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## LIQUEFACTION

- THE CITY OF CERRITOS IS UNDERLAIN BY SOILS THAT MAY BECOME UNSTABLE DURING INTENSE GROUND SHAKING, RESULTING IN POTENTIAL LIQUEFACTION.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

### **Policies in the Proposed General Plan Update:**

SAF-2.2 Ensure building code standards are enforced and maintained so 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measure is recommended to further reduce any impacts.

MM-GEO-5 Individual development projects shall comply with the standards set forth in the Uniform Building Code (UBC) (most recent edition) for structures on-site to assure safety of the occupants to the satisfaction of the City's Community Development Department prior to issuance of a building permit. These standards included compliance with California Division of Mines and Geology Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California, adopted march 13, 1997) and "Recommended Procedures for Implementation of CDMG Special Publication 117- Guidelines for analyzing and Mitigating Liquefaction in California" (Dr. Geoffrey R. Martin et al, May 1999).

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## EXPANSIVE SOIL AND STRENGTH

- THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN IMPACTS RELATED TO EXPANSIVE SOILS OR SOIL STRENGTH.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

### **Policies in the Proposed General Plan Update:**

- SAF-2.2      Ensure building code standards are enforced and maintained so that new development shall be located, designed and operated to reduce the effects of a seismic event.

**Mitigation Measures:** Although all soil type and strength impacts would be considered less than significant, the following mitigation measure is recommended to further reduce any impacts.

- MM-GEO-6    Development proposals within identified soil or seismic hazard areas shall include design features directed at mitigating such hazards, as confirmed during building design and plan checking stages of review. These mitigating features shall be confirmed during building design and plan checking stages of project review.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## HYDROLOGY AND DRAINAGE

### WATER QUALITY STANDARDS AND WASTE DISCHARGE REQUIREMENTS

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE FOR THE CITY OF CERRITOS MAY VIOLATE WATER QUALITY STANDARDS AND WASTE DISCHARGE REQUIREMENTS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

### **Policies in the Proposed General Plan Update:**

- 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measures are recommended to further reduce any impacts.

MM-HYD-1   Individual development projects would be required to prepare a drainage/grading plan for approval by the City of Cerritos Department of Public Works prior to issuance of grading permits.

MM-HYD-2   Individual development projects would be required to construct any parkway drains or similar devices required by the draining/grading plan prior to issuance of a building permit.

MM-HYD-3   To ensure that construction activities associated with individual development or redevelopment projects would not degrade water quality, future development projects shall be required to develop and implement a water quality control plan as deemed necessary by the City and/or the California Regional Water Quality Control Board. In addition, the proposed water quality control plan shall also be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit process.

As part of the review/permitting process, individual development projects shall be required to mitigate potential adverse water quality impacts that are associated with both construction and operational phases of the development. Measures to comply with this requirement could include, but shall not be limited to the following:

- Individual project applicants shall file a Notice of Intent where required by applicable law and obtain a construction permit from the California Regional Water Quality Control Board. Evidence of said permit shall be provided to the City prior to the issuance of building permits (required for projects greater than five acres).
- Individual development projects shall comply with Best Management Practices for stormwater management. Such practices shall address both long-term operational aspects of the project, as well as the construction stage.
- Individual project applicants shall prepare a Stormwater Pollution Prevention Plan (SWPPP) to address the prevention of both point and non-point pollution sources. The SWPPP will include

structural facilities, ongoing maintenance and monitoring provisions to verify compliance with the Plan and permit process.

- MM-HYD-4 For individual development projects that fall into one of the Standard Urban Stormwater Mitigation Plans (SUSMP) project types, characteristics or activities, the project design shall comply with the applicable provisions of the SUSMP, and if required by the SUSMP, shall include structural and other measures to collect the first ¾-inch of stormwater runoff from the site, and control peak flow discharge.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## GROUNDWATER DEPLETION

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE FOR THE CITY OF CERRITOS MAY DEplete GROUNDWATER RESOURCES.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

### **Policies in the Proposed General Plan Update:**

- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## DRAINAGE AND RUNOFF

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN IMPACTS TO DRAINAGE PATTERNS IN THE CITY OF CERRITOS AND CONTRIBUTE RUNOFF WATER TO THE STORMWATER DRAINAGE SYSTEMS IN THE CITY.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:**

- 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measure is recommended to further reduce any impacts.

- MM-HYD-5    To ensure that runoff does not exceed storm drainage capacity, individual development projects shall be evaluated by the City's Public Works Department to assess specific requirements for both on-site and localized drainage facilities. Local drainage facilities shall be consistent with the City's Master Plan of Drainage. In addition, an engineered site drainage plan shall be prepared for individual development projects in accordance with City requirements.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**FLOODING**

- FUTURE DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN POTENTIAL FLOODING IMPACTS WITHIN THE CITY OF CERRITOS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:**

- 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measure is recommended to further reduce any impacts.

MM-HYD-6 Individual development projects located within the 100-year floodplain shall evaluate the extent of the flooding hazard and ensure that all finished floor elevations are located above the base flood elevation. These projects shall be reviewed by the City's Engineering Services Department to ensure consistency with City requirements.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## DAM INUNDATION

- FUTURE DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN URBAN USES BEING LOCATED IN DAM INUNDATION AREAS OF THE CITY.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

### **Policies in the Proposed General Plan Update:**

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

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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## PUBLIC SERVICES AND UTILITIES

### FIRE PROTECTION

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN THE NEED FOR ADDITIONAL FIRE FACILITIES OR PERSONNEL.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

#### **Policies in the Proposed General Plan Update:**

- 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 fire flow throughout the City and provide adequate water storage to meet peak fire demand.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

### POLICE PROTECTION

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN THE NEED FOR ADDITIONAL POLICE FACILITIES OR PERSONNEL.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:**

- 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-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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**SCHOOL FACILITIES**

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN THE NEED FOR ADDITIONAL SCHOOL FACILITIES OR PERSONNEL.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** There are no policies in the proposed General Plan Update regarding School Facilities.

**Mitigation Measures:** The following mitigation measure is recommended to reduce impacts to school facilities.

MM-PS-1     Prior to the issuance of certificate of occupancy, individual project applicants shall submit evidence to the City of Cerritos that legally required school impact mitigation fees have been paid per the mitigation established by the ABC Unified School District.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## LIBRARY FACILITIES

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE WOULD NOT RESULT IN THE NEED FOR ADDITIONAL LIBRARY FACILITIES OR PERSONNEL.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:** There are no policies in the proposed General Plan Update regarding Library Facilities.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## WATER

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN INCREASED DEMAND FOR WATER SERVICES WITHIN THE CITY.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

### **Policies in the Proposed General Plan Update:**

- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## SEWER SERVICES

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN INCREASED DEMAND OF SEWER SERVICES WITHIN THE CITY.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

### **Policies in the Proposed General Plan Update:**

- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## SOLID WASTE

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN INCREASED DEMAND FOR SOLID WASTE SERVICES PROVIDED TO THE CITY.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

### **Policies in the Proposed General Plan Update:**

- 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measures are recommended to further reduce any impacts.

- MM-PS-2      Future development projects shall participate in the existing curbside recycling and yard waste collection programs.
- MM-PS-3      Recycling bins shall be provided by project applicants at all construction sites. All recyclable materials currently being accepted at either the landfill and/or recycling centers shall be directed for recycling at construction sites.
- MM-PS-4      On-site recycling bins shall be required for retail, business, office, manufacturing and industrial facilities.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## ELECTRICITY

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN INCREASED DEMAND FOR ELECTRICITY PROVIDED TO THE CITY.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

### Policies in the Proposed General Plan Update:

- CON-2.1      Pursue new opportunities to enhance the provision of safe, reliable and affordable energy to Cerritos residents, schools and businesses.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## NATURAL GAS

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN INCREASED DEMAND FOR NATURAL GAS PROVIDED TO THE CITY.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:**

- CON-2.1 Pursue new opportunities to enhance the provision of safe, reliable and affordable energy to Cerritos residents, schools and businesses.
- 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.

**Mitigation Measures:** No additional mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## TELEPHONE

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN INCREASED DEMAND FOR TELEPHONE SERVICE PROVIDED TO THE CITY.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:** There are no policies in the proposed General Plan Update regarding telephone service.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## PARKS, RECREATION AND TRAILS

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE COULD RESULT IN SIGNIFICANT IMPACTS TO THE ADEQUATE AVAILABILITY OF PARKLAND AND RECREATIONAL FACILITIES WITHIN THE CITY.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

### **Policies in the Proposed General Plan Update:**

- OSR-1.2      Work with ABC Unified School District to 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-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.
- 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.
- 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.

OSR-5.2     Provide a GIS-based inventory of existing open space to assist in the management of this resource.

OSR-7.1     Ensure all residents of Cerritos are aware of recreational opportunities through the regular distribution of information about programs.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## PUBLIC HEALTH AND SAFETY

### HAZARDOUS MATERIALS USE, GENERATION AND TRANSPORT

- NEW COMMERCIAL OR INDUSTRIAL DEVELOPMENT IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN AN INCREASED RISK OF UPSET ASSOCIATED WITH THE ROUTINE USE, GENERATION AND TRANSPORT OF HAZARDOUS MATERIALS, WHICH MAY POTENTIALLY POSE A HEALTH OR SAFETY HAZARD.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** The Safety, Land Use and Circulation Elements contain the following 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.

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

- 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-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.
- 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.

- 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measures are recommended to further reduce any impacts.

- MM-PHS-1 Ensure that all new uses within the City of Cerritos comply with applicable laws regarding hazardous substances remediation, storage, use and handling, and incorporate precautions that protect adjoining uses from unacceptable health and safety risks.
- MM-PHS-2 Establish and adopt development standards which ensure that new commercial and industrial development near proposed residential, school use or mixed use districts does not create an unacceptable risk of human exposure to hazardous materials.
- MM-PHS-3 Coordinate with hazardous substance regulatory agencies to ensure that businesses located in the City comply with all hazardous materials regulations during the permitting and site inspection process.
- MM-PHS-4 Ensure that land use approvals (General Plan and Zoning) that the siting and permitting of businesses, which store, treat, handle, and recycle hazardous wastes are directed to suitable locations in order to ensure the protection of public health and the environment. Through these approvals the City shall impose appropriate mitigation for protection of public health and the environment.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

- **ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS USES, STORED, OR TRANSPORTED IN THE CITY MAY RESULT IN A PUBLIC HEALTH RISK.**

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** The Circulation, Safety and Land Use Elements contain the following policies:

- 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.

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

- 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.
- 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.
- 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 the siting of 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

### **INCREASED AIR TOXIC EMISSIONS**

- NEW BUSINESSES LOCATING IN THE CITY OF CERRITOS MAY INCLUDE ADDITIONAL SOURCES OF AIR TOXIC EMISSIONS, POTENTIALLY INCREASING EXPOSURE OF RESIDENTS AND EMPLOYEES TO AIR TOXICS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Policies in the Proposed General Plan Update:** The Land Use and Air Quality Elements contain the following policies:

- LU-4.1      Require that commercial and industrial development that adjoins residential or educational uses be adequately screened and buffered from the residential neighborhood or educational facility.
- LU-4.3      Coordinate with adjacent landowners, cities and counties in developing compatible land uses for areas adjacent to the City's boundaries.
- 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 project 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.

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

- 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-2.4      Promote State and Federal legislation that would improve vehicle/ transportation technology and cleaner fuels.
- 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.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## CULTURAL RESOURCES

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN THE DEGRADATION OR LOSS OF HISTORIC STRUCTURES OR RESOURCES, OR CULTURAL (ARCHAEOLOGICAL AND PALEONTOLOGICAL) RESOURCES.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Policies in the Proposed General Plan Update:**

- CON-6.1      Enforce the City’s Tree Preservation Ordinance in order to preserve the City’s existing urban forest.
- 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-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.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## 3.0 PROJECT DESCRIPTION

### 3.1 ENVIRONMENTAL LOCATION AND SETTING

The City of Cerritos is located in the center of the Los Angeles Basin bordering Los Angeles County and Orange County. The City is bisected by Artesia and is bordered by Norwalk, Santa Fe Springs, La Mirada, Buena Park, La Palma, Lakewood, and Bellflower. Refer to Exhibit 3-1, *Regional Location*, and Exhibit 3-2, *Local Vicinity*. Regional access is provided by three major freeways including: the Artesia Freeway (SR-91), which runs east-west traversing the northern and central portions of the City; the San Gabriel Freeway (I-605), which travels north-south along the western edge of the City, and the Santa Ana Freeway (I-5), which provides for diagonal northwest to southeast travel.

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. The City is approximately 5,696 acres in size, or roughly 8.9 square miles. The 2000 United States (U.S.) Census reported the City's population to be 51,488 with 15,607 dwelling units.

The City's western boundary is formed by Palo Verde Avenue between Del Amo and Alondra Boulevard. Alondra Boulevard is the northernmost boundary for the City. The eastern boundary is irregular, with Valley View Avenue serving as the boundary between Alondra Boulevard and 183<sup>rd</sup> Street, and the remainder essentially follows the Coyote Creek Channel. Del Amo Boulevard forms the southern boundary.

Cerritos became a city on April 24, 1956 and to reflect the agricultural heritage, the name Dairy Valley was selected. At the time of incorporation, there were more than 400 dairies and a cow population that outnumbered residents 29 to 1. During the 1960s, the community began to experience significant change, particularly with respect to residential development replacing agricultural uses. To reflect these changes, the City changed its name from Dairy Valley to Cerritos on January 10, 1967. By 1970, the population grew to 15,865 residents. The City has been proactive about ensuring that it develops in a well-planned manner with a balance of residential, commercial and industrial development. Creating a well-planned community included being respectful of the environment and providing a lush, park-like setting that contributes to a high quality of life. As noted earlier, the City is now approximately 99 percent built out and contains only limited vacant or underutilized land (approximately 73 acres).



NOT TO SCALE

## Regional Location Map

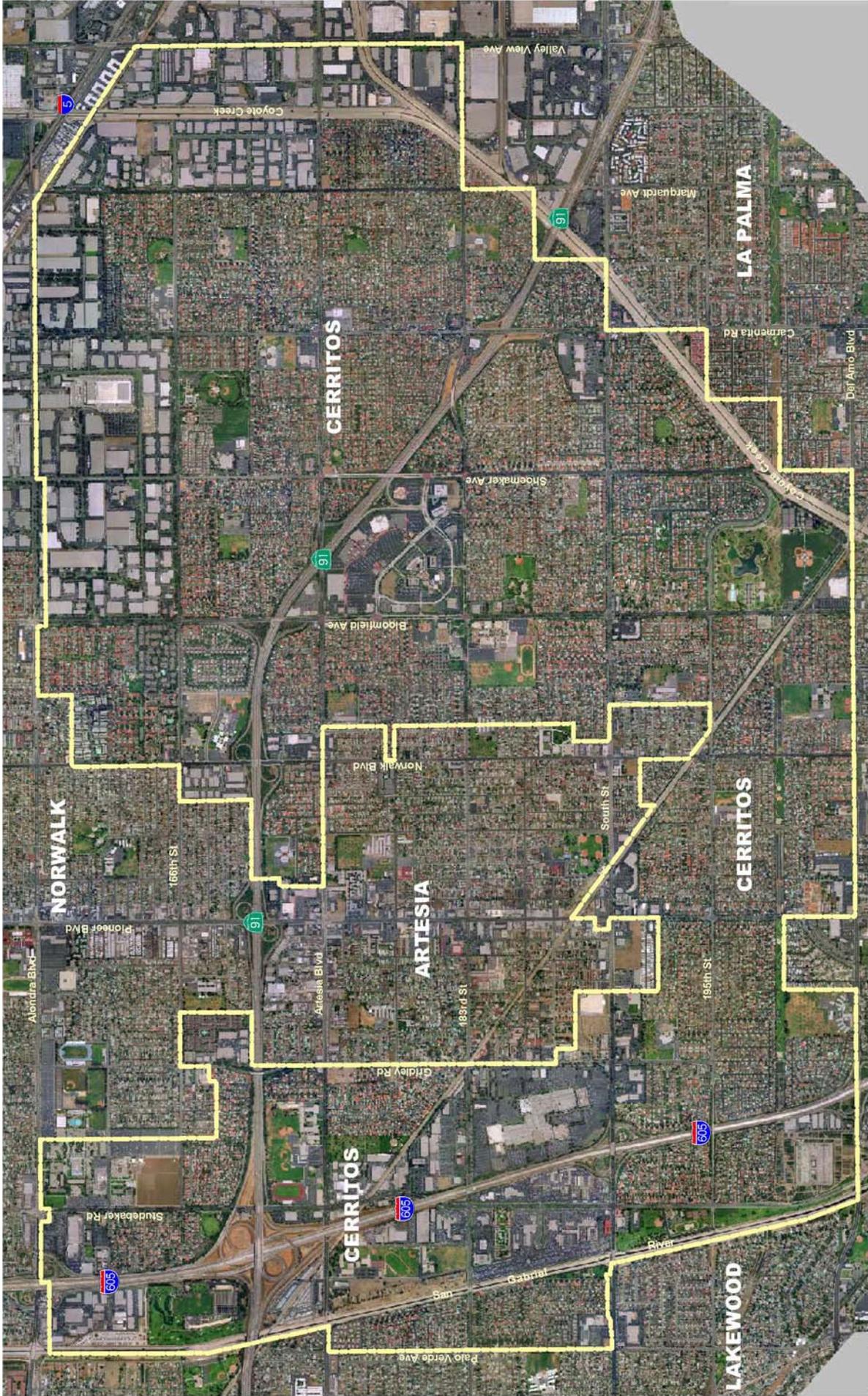
Exhibit 3-1



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JN: 10100483  
 May 24, 2004

PLANNING • DESIGN • CONSTRUCTION



Source: GIS Data, City of Cerritos



JN: 10100483  
May 24, 2004



# Aerial Photograph

Exhibit 3-2

The City's elevation is 34 feet above sea level, with flat terrain throughout the city. The terrain across the city averages only five to ten feet gradient from east to west. The City receives its water from two primary sources: the Metropolitan Water District (MWD) and local groundwater. The San Gabriel River and Coyote Creek comprise the regional drainage channels through the City. With respect to air quality, the City is situated in an area typified by a mediterranean climate, which is characterized by mild winters and dry, warm summers. Given that the City is approximately 99 percent urbanized, sizeable expanses of undisturbed native vegetation and habitat have been eliminated.

## **3.2 BACKGROUND**

### **3.2.1 EXISTING GENERAL PLAN**

The City's existing General Plan (1988) consists of the following State mandated and optional elements:

- Land Use Element;
- Circulation Element;
- Housing Element;
- Commercial and Industrial Element;
- Conservation Element;
- Open Space and Recreation Element;
- Seismic Safety Element;
- Noise Element;
- Scenic Highway Element;
- Safety Element;
- Public Services and Facilities Element;
- Public Building Element;
- Community Design Element; and
- Redevelopment Element.

The City recently updated its Housing Element, which included a separate hearing process as well as a separate environmental document for the Housing Element. The Housing Element and the associated environmental document were adopted by the City Council in February 2002.

## **3.3 STATEMENT OF PROGRAM EIR OBJECTIVES**

The City of Cerritos' objectives for the proposed General Plan and General Plan EIR are as follows:

- Update the City's environmental baseline conditions to the year 2001.
- Addition of new goals and policies based upon the new planning factors established for the General Plan Update.

- ❑ Update the General Plan development projections for the year 2020, including projections for dwelling units, non-residential square footage, population and employment.
- ❑ Conform with Section 21000 et. seq. of CEQA, which requires that environmental impacts be addressed and mitigated.
- ❑ Prepare and certify a General Plan EIR (Program EIR) that will serve as a first tier environmental document, consistent with the requirements of Section 15152 of the CEQA Guidelines.
- ❑ Provide a basis for informative decisions when considering the 2020 development associated with implementation of the General Plan in the City of Cerritos.
- ❑ Provide a legally defensible environmental foundation upon which decisions may be evaluated and justified.

### 3.4 ASSUMPTIONS FOR ENVIRONMENTAL ANALYSIS

The General Plan Update EIR analysis is based upon a number of assumptions regarding existing and future conditions in the City of Cerritos. Unless otherwise stated, the assumptions are as follows:

- ❑ The planning horizon for the General Plan Update extends from 2001 to 2020.
- ❑ Household size is assumed to average 3.34 persons per dwelling units for residential uses within the City.<sup>1</sup>
- ❑ The 2001 population in the City is 52,100 persons.<sup>2</sup>
- ❑ The 2020 population in the City is estimated to be 53,009 persons.<sup>3</sup>
- ❑ The proposed General Plan Update will result in the addition of 909 new residents to the City by the year 2020.
- ❑ The amount of vacant land in 2001 is 26.62 acres.
- ❑ The amount of underutilized land in 2001 is 45.98 acres.

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<sup>1</sup> Source: 2000 U.S. Census and State of California, Department of Finance, City/County Population and Housing Estimates, 2002, Revised 2001, with 2000 Census Counts. Sacramento, California, May 2002.

<sup>2</sup> Source: [www.dof.ca.gov](http://www.dof.ca.gov), State of California, Department of Finance, E-1 City/County Population Estimates, with Annual Percent Change, January 1, 2001 and 2002. Sacramento, California, May 2002.

<sup>3</sup> Based upon a total of 15,871 dwelling units and 3.34 persons per household.

- ❑ The number of dwelling units in the City in 2001 is 15,692.
- ❑ The number of dwelling units in the City in 2020 is estimated to be 15,871.
- ❑ The 2020 development anticipated with the proposed General Plan Update will result in the addition of 179 dwelling units over existing conditions (2001).
- ❑ The amount of non-residential development in the City in 2001 is 20,366,222 square feet.
- ❑ The amount of non-residential development in the City in 2020 is estimated to be 22,793,985 square feet.
- ❑ The 2020 development anticipated with the proposed General Plan Update will result in the addition of 2,427,763 square feet of non-residential development.
- ❑ The 2002 and 2020 employment projections were developed by the State of California Employment Development Department and by the Southern California Association of Governments.
- ❑ The 2002 estimate of jobs in the City is 29,840.
- ❑ The 2020 estimate of jobs in the City is 31,200.
- ❑ The proposed General Plan Update will result in the addition of 1,360 jobs in the City by the year 2020.
- ❑ The 2020 regional population, employment and housing projections were developed by the Southern California Association of Governments.

## 3.5 PROJECT CHARACTERISTICS

### 3.5.1 COMPONENTS OF THE PROPOSED GENERAL PLAN UPDATE

The General Plan Update is a comprehensive update of the 1988 General Plan. The update includes a reorganization of the General Plan into the following elements: Land Use, Community Design, Circulation, Housing, Safety, Conservation, Open Space/ Recreation, Air Quality, Noise, and Growth Management.

Major components of the General Plan Update include:

- ❑ Update of existing conditions, with year 2001 serving as the baseline year.

- ❑ Update of General Plan development projections to the year 2020. Projections for population, employment, residential and non-residential development have been update for the year 2020.
- ❑ Update of the Land Use Element, including:
  - Establishment of building intensities for all non-residential (commercial, industrial and institutional) land use categories.
- ❑ Addition of a Community Design Element.
- ❑ Addition of a Growth Management Element.
- ❑ Establishment of planning factors upon which to develop new goals and policies.
- ❑ Additions, deletions or modifications to the 1988 General Plan goals and policies.
- ❑ Amendment of the remaining General Plan Elements to reflect items 1, 2, 4 and 5, above.

The goal of the Update is not to make dramatic changes to the City's existing land use policy map, but rather to quantify remaining development in a way that can be correlated to existing uses and conditions, while at the same time capitalizing on future development and/or redevelopment potential.

## **3.5.2 ELEMENTS OF PROPOSED GENERAL PLAN**

### **LAND USE ELEMENT**

The Land Use Element serves as a long-range planning guide for development within the City. It provides the City with an indication of the location and extent of development to be allowed over the next 20 years. The Land Use Element also identifies the goals and policies that will guide development. This Element contains a Land Use Policy Map, which serves as the 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**

The 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 the 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**

The Circulation Element provides programs and policies to establish a roadway system that adequately accommodates future growth consistent with the Land Use Element. The Circulation Plan 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 Element includes policies for bike lane, street improvements, and other transportation – related issues.

## **HOUSING ELEMENT**

The 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 the City in providing a full range of housing opportunities.

## **SAFETY ELEMENT**

The 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 the City government and other general public in understanding the hazards facing the City and how impacts due to these hazards can be reduced.

## **CONSERVATION ELEMENT**

The Open Space/Recreation Element outlines strategies and actions to preserve, and enhance open space areas in Cerritos to meet the recreational needs of the City's 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**

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, 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

The 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

The 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.

### 3.5.3 LAND USE PLAN

The General Plan Land Use Map identifies the type, location and density/intensity of future development within the City of Cerritos (refer to Exhibit 3-3, *Proposed General Plan Land Use Map*).

### 3.5.4 LAND USE SUMMARY

The City of Cerritos is approximately 99 percent built out, and as such, the General Plan Update will focus on preserving residential neighborhoods, guiding the remaining development and redevelopment opportunities, and encouraging the revitalization of selected areas. Table 3-1, *Summary of Vacant and Underutilized Land*, provides a summary of vacant and underutilized land in the City as of August 2001. This table indicates there were approximately 27 acres of vacant land and approximately 46 acres of underutilized land. Table 3-2, *General Plan Land Use in 2020*, provides a summary of the anticipated development conditions in 2020. In total, these efforts are anticipated to result in following scenario in 2020:

- ❑ 15,871 dwelling units;
- ❑ 390,246 square feet of office-professional commercial;
- ❑ 2,418,241 square feet of community commercial;
- ❑ 6,845,751 square feet of regional commercial;
- ❑ 643,230 square feet of industrial/commercial;
- ❑ 11,778,472 square feet of light industrial;
- ❑ 355,994 square feet of educational use;
- ❑ 137,666 square feet for public and quasi-public uses; and
- ❑ 224,385 square feet of uses throughout the City in various other land use categories.

Collectively, these numbers represent a total of 15,871 dwelling units and 22,793,985 square feet of non-residential development. A population of 53,009 is anticipated in 2020.

**Table 3-1  
Summary of Vacant and Underutilized Land**

<b>Land Use Designation</b>	<b>Vacant Land (Acres)</b>	<b>Underutilized Land (Acres)</b>
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
<b>TOTAL</b>	<b>26.62</b>	<b>45.98</b>
Note: Inventory date, August 2001.		

**A CITY WITH VISION**  
**CERRITOS**  
**GENERAL PLAN EIR**

**LEGEND**  
**Land Use Designations**

- Low Density - 2 to 55 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**

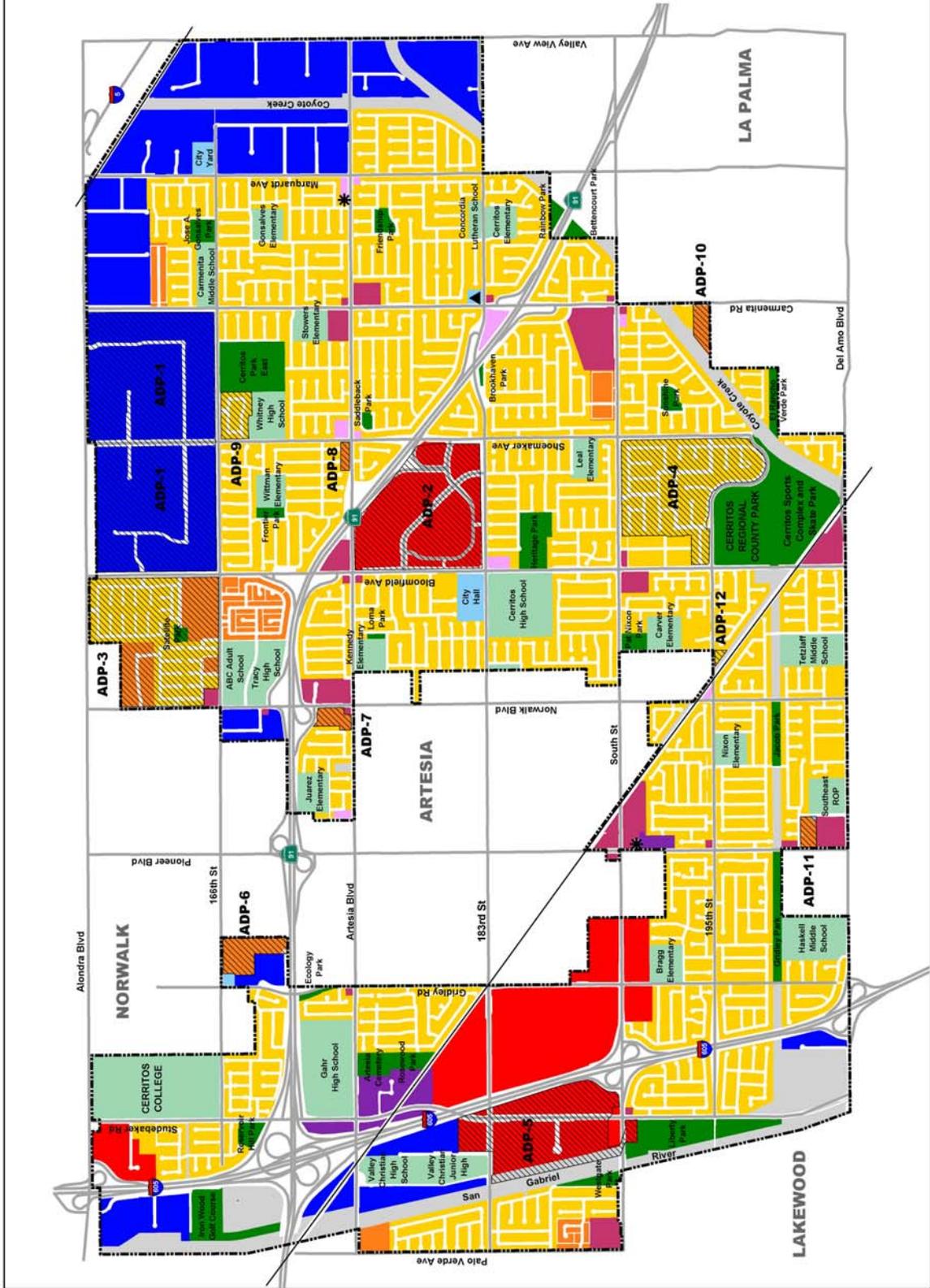
- ADP-1: Cerritos Industrial Park
- ADP-2: Cerritos Towne Center
- ADP-3: Residential Mixed Density
- ADP-4: Shadow Park
- ADP-5: Cerritos Alto Square
- ADP-6: Concord Piece
- ADP-7: The Palms
- ADP-8: Cerritos Terrace
- ADP-9: Encore
- ADP-10: Emerald Villas
- ADP-11: Pioneer Villas
- ADP-12: Royal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

**Roadway Designations**

- Freeway / Arterial
- City Limits
- Fire\_stations.ship
- Post office.ship

1 INCH = 2,000 FEET

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



**General Plan Land Use Map**



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**Table 3-2  
General Plan Land Use in 2020**

Land Use Designation	2001 Acres	2001 DU/SF	2020 Acres	2020 DU/SF
Low Density Residential	1,880.25	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 +2,427,763 SF

### 3.5.5 PROJECTED GROWTH WITH GENERAL PLAN UPDATE

In addition to the General Plan 2020 estimates, the City has developed estimates for growth over existing conditions, which are listed below. The anticipated growth in residential, commercial, and industrial uses over year 2001 conditions is:

- ❑ 179 dwelling units; and
- ❑ 2,427,763 square feet of non-residential development.

### 3.5.6 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 3-3, General Plan Land Use Map.

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 Use
- Public and Quasi-Public
- Open Space
- Utility and Flood Control Rights-of-Way

#### 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 3.34 persons per unit, population density in this designation would be up to 16.7 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 3.34 persons per unit, population density in this designation would range from 20.0 persons per acre to 66.8 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 Single-Family Residential (RS), 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 (M/C), Industrial/Commercial-One (MC-1), and Industrial/Commercial-Two (MC-2).

## **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 have 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 (M/C), 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 (M/C), 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).

### **3.5.7 GENERAL PLAN PLANNING FACTORS, GOALS AND POLICIES**

#### **LAND USE ELEMENT**

##### **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.

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**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.

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## 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.

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**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.***

**Policies**      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.***

- Policies**
- 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.

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**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 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.

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**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.

**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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## COMMUNITY DESIGN ELEMENT

### 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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**PRESERVE AND ENHANCE THE COMMUNITY CHARACTER**

**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.

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**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.

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**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 reduced 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.

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## CIRCULATION ELEMENT

### PRESERVE AND ENHANCE THE COMMUNITY CHARACTER

#### 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**     **CIR-1**     ***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.***
- 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      CIR-2      *Provide and maintain a secondary network of arterial streets and local streets to accommodate the internal circulation needs of Cerritos' businesses and residents.***

- Policies**
- CIR-2.1 Maintain the current City policy that specifically precludes through traffic on 183<sup>rd</sup> Street at the easterly boundary of the City; Shoemaker Avenue at the southerly boundary of the City; and 195<sup>th</sup> Street at the westerly boundary of the City.
  - 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.

**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.

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**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.
- 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.

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## 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      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.***

- Policies**
- CIR-9.1 Provide attractive streetscapes in a cost-effective, low-maintenance manner.
  - CIR-9.2 Develop and implement a consistent street and landmark signing program throughout the City.

- CIR-9.3 Maintain and replace street trees as needed to achieve their aesthetic purpose and avoid damage to streets and sidewalks.
- 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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## HOUSING ELEMENT

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|-----------------|---------------------|---|
| <b>Goal</b>     | <b><i>HOU-1</i></b> | <b><i>Encourage the provision of a wide range of housing types.</i></b>   |
| <b>Policies</b> | 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.

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## SAFETY ELEMENT

### 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.

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## 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      *Protect Cerritos residents from potential harm due to a seismic event.***

- 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 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.

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**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      *Minimize the threat of life and property associated with the transport, use, storage and disposal of toxic and/or hazardous materials.***

- 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.

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**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.

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**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.

<b>Goal</b>	<b>SAF-5</b>	<b><i>Reduce the potential for injury and property damage associated with the failure, damage or rupture of underground pipelines.</i></b>
<b>Policies</b>	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.

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## 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.

<b>Goal</b>	<b>SAF-6</b>	<b><i>Maintain the high quality of services provided by the Sheriff's Department.</i></b>
<b>Policies</b>	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.

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

- 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.

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**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.

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## 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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## CONSERVATION ELEMENT

### 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.

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## 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, schools and businesses.

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.

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**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.

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**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.

**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.

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**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.

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**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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## OPEN SPACE/RECREATION ELEMENT

### 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.

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**LIMITED RESOURCES FOR NEW OPEN SPACE AND RECREATIONAL FACILITIES OR PROGRAMS**

**Planning Factor**

The City of Cerritos is a buildout 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.

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**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.

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**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.).

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## AIR QUALITY ELEMENT

### 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.

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**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 within the community.

AQ-2.2      Encourage employer rideshare and transit incentives programs by local businesses within the community 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.

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## 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.

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## 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 *Reduce emissions through reduced energy consumption.***

- 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".

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## NOISE ELEMENT

### 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.

<b>Goal</b>	<b><i>N-1</i></b>	<b><i>Reduction in noise impacts from transportation sources.</i></b>
<b>Policies</b>	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.

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### 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.

<b>Goal</b>	<b><i>N-2</i></b>	<b><i>Develop measures to control non-transportation noise impacts.</i></b>
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<b>Policies</b>	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 (e.g., 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.***

<b>Policies</b>	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.



## GROWTH MANAGEMENT ELEMENT

### 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.

**Goal      GM-1      *Water and sewer service shall be adequate to meet the health and safety needs of residents and businesses in Cerritos.***

- 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:
    - 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 uses, as well as existing uses, particularly as development intensifies and/or redevelopment occurs in the City.

- |                 |             |   |
|-----------------|-------------|---|
| <b>Goal</b>     | <b>GM-2</b> | <b><i>Ensure storm water conveyance systems are adequate.</i></b>   |
| <b>Policies</b> | 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.  |
| <b>Goal</b>     | <b>GM-3</b> | <b><i>Provide continued solid waste services to residents and businesses.</i></b>   |
| <b>Policy</b>   | GM-3.1      | Ensure residents and businesses contribute to costs for solid waste services.   |
| <b>Goal</b>     | <b>GM-4</b> | <b><i>Promote and provide state-of-the-art energy, communication, fiber optic and other systems that meet the needs of the community.</i></b>   |
| <b>Policies</b> | 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.

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**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.

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**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 to serve the needs of the community.

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**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.***

- 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.

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**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.

**Goal      GM-8      *Ensure Cerritos continues to provide a reliable and sustainable fiscal resource to fund municipal operations to ensure high-quality public services and facilities.***

**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 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 over-night 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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### 3.5.8 GENERAL PLAN AND ZONING CONSISTENCY

There are two types of cities in California: charter and general law. The City of Cerritos is a charter city. While State planning requirements apply equally to all counties and general law cities, the State constitution and statutes allow charter cities greater leniency in satisfying their general plan responsibilities. Specifically, charter cities are exempt from the provision of State law that requires zoning to be consistent with the land use element of the general plan, except where required by charter, ordinance or in cities with a population of over two million (Government Code Sections 65803 and 65860).

## 4.0 ENVIRONMENTAL ANALYSIS

### 4.1 LAND USE

Land use refers to the use of land for various activities, such as commerce, industry, recreation, and residences. Land use patterns influence the character and function of a community and, therefore, land use planning is a fundamental component of a city's General Plan. Land use is the element of the General Plan that is most closely linked to physical development and growth. Cerritos' Land Use Element identifies a Land Use Plan, and sets forth policies for the permitted types, intensities, and location of land uses in the City. This section of the EIR describes the amount of growth permitted by the Land Use Element and identifies potential impacts related to the proposed land use policies.

#### 4.1.1 ENVIRONMENTAL SETTING

##### EXISTING LAND USES

The City of Cerritos is a mature and urbanized city with over 99 percent of the City already developed. The City contains 15,692 dwelling units on approximately 2,089 acres and approximately 2,269 acres of non-residential areas. Residential uses account for the majority of land uses in the City comprising approximately 47.9 percent of the developed land in the City. Industrial uses (approximately 17 percent) and commercial uses (approximately 11 percent) account for the majority of the remaining developed land. Refer to [Table 4.1-1, \*Existing Land Use\*](#). The primary land uses located within the City are described below.

##### RESIDENTIAL USES

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 or sites available for redevelopment.

##### Low Density Residential Development

Approximately 43 percent of the City's land is developed as Low Density Residential (refer to Table 4.1-1). 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 southwest corner of Artesia Boulevard and Gridley Road was previously a vacant site, and the Encore subdivision on the southeast corner of 166<sup>th</sup> 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.

**Table 4.1-1  
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	278.37 AC	4.9
Utility and Flood Control Right-of-Way	41,600 SF	243.36 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

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 4.8 percent of the City's total acreage (refer to Table 4.1-1). 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.

### **COMMERCIAL**

Commercial development encompasses approximately 496 acres of land in the City, which represents about 11.3 percent of the overall land area of the City (refer to Table 4.1-1). 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 has 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 section 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 section under Area Development Plan Two: Cerritos Towne Center.

### **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 17 percent of the total land area of the City (see Table 4.1-1). 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, Margaret 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.

## **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 196 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 27.9-acre facility 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.

## **COMMUNITY FACILITIES**

Community facilities include civic and government buildings, schools, churches, drainage channels and utility easements. These uses encompass a total of approximately 713 acres, which represents 16 percent of the City's total land (refer to Table 4.1-1).

### **Civic and Government Facilities**

The Civic Center is located on the northwest corner of Bloomfield Avenue and 183<sup>rd</sup> 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 166<sup>th</sup> 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 183<sup>rd</sup> Street and Carmenita Road, and the ABC Unified School District Center located on the southeast corner of Norwalk Boulevard and 166<sup>th</sup> 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 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 light house, 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 computers 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 183<sup>rd</sup> 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 permanent showcase for art, collections of interest and artifacts from the past.

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) and other curatorial services that specialize in obtaining pieces from other museums 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**

As of August 2001, there were 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.

### **VACANT AND UNDERUTILIZED LAND**

Exhibit 4.1-1, *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 4.1-2, *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 4.1-2  
Summary of Vacant and Underutilized Land**

<b>Land Use Designation</b>	<b>Vacant Land (Acres)</b>	<b>Underutilized Land (Acres)</b>
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
<b>TOTAL</b>	<b>26.62</b>	<b>45.98</b>
Note: Inventory date, August 2001.		

### **Vacant Land**

The City of Cerritos is almost entirely developed. In August 2001, only a very limited amount of land was vacant, approximately 27 acres, 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**

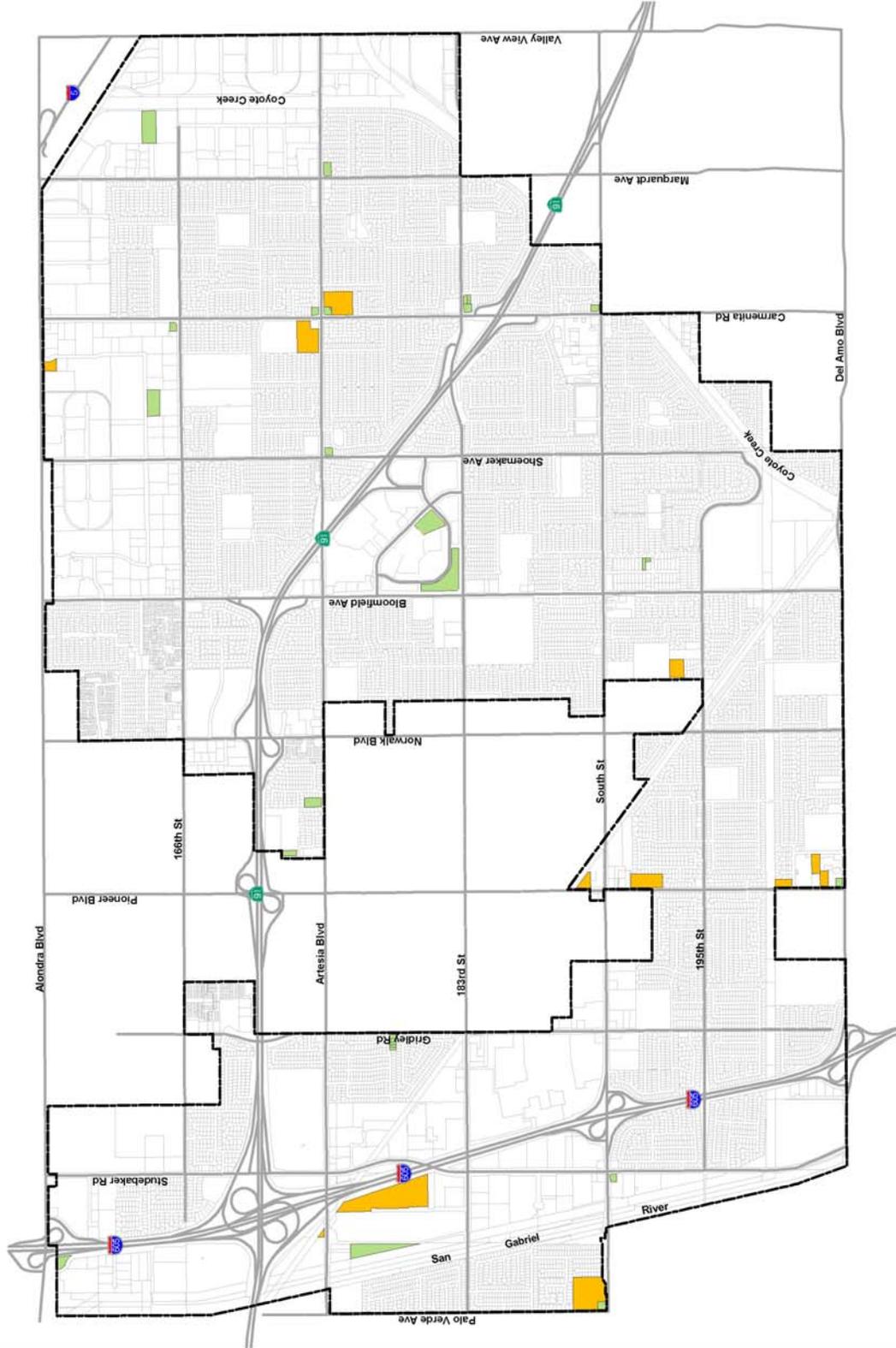
There are approximately 46 acres in the City that are underutilized. Underutilized sites are located throughout the City and include a variety of residential, commercial and industrial designated sites. The majority of the underutilized sites fall into the commercial or industrial use categories.

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



Sources: 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)**

Exhibit 4.1-1

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 May 24, 2004



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As previously mentioned, there are a limited number of vacant or underutilized parcels in the City suitable for 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 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 stations operators to continue their business.

## **APPLICABLE PLANS, POLICIES AND REGULATIONS**

### **FEDERAL PLANS AND POLICIES**

#### **Clean Air Act**

The Federal Clean Air Act was enacted to protect and enhance air quality and promote the health and welfare of the public. The U.S. Environmental Protection Agency (U.S. EPA) has established ambient air quality standards for certain criteria pollutants, which are generally implemented by State and local agencies.

#### **Clean Water Action (Section 404)**

Section 404(b) of the Federal Clean Water Act was established to preserve water quality, and discourages the alteration or destruction of wetlands. This act requires that the U.S. Army Corps of Engineers evaluate the impacts of discharge of dredged or fill materials into any water of the United States. The Army Corps Wetlands Policy requires the implementation of mitigation measures for any impacts to designated wetland areas.

#### **National Pollutant Discharge Elimination System Permit Program**

The National Pollutant Discharge Elimination System (NPDES) program requires the owner or operator of any facility, or 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 National Clean Water Act. The existing NPDES (Phase 1) storm water program requires municipalities serving greater

than 100,000 persons to obtain a NPDES storm water permit for construction projects greater than five acres. Proposed NPDES storm water regulations (Phase II) expand this existing national program to smaller municipalities with populations of 10,000 or more and construction sites that disturb greater than one acre of land.

### **Federal Endangered Species Act**

The Federal Endangered Species Act (ESA) was passed in 1973 to provide a process for listing species as endangered or threatened, and established requirements for the protection of all listed species. The ESA also identifies candidate species, which may qualify for listing but are not formally incorporated. The ESA is administered by the U.S. Department of Fish and Wildlife Service.

### **STATE PLANS AND POLICIES**

#### **California Endangered Species Act**

The California Endangered Species Act (CESA) was enacted in 1984 to protect rare, threatened, and endangered species in California. The CESA is administered by the CDFG.

### **REGIONAL PLANS AND POLICIES**

A number of regional plans influence land use planning in the City of Cerritos. Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation and air pollution have resulted in the adoption of regional plans that affect Cerritos.

#### **South Coast Air Quality Management Districts (SCAQMD) Air Quality Management Plan**

The SCAQMD has prepared multiple Air Quality Management Plan (AQMPs) to accomplish the five percent annual reduction goal. The most recent AQMP was published in 1997. To accomplish its tasks, the AQMP relies on a multi-level partnership of governmental agencies at the Federal, State, regional and local level. These agencies, which include EPA, California Resources Board (CARB), local governments, Southern California Association of Governments (SCAG) and SCAQMD, are the cornerstones that implement the AQMP programs.

The 1997 AQMP was adopted by SCAQMD on November 15, 1996, and 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.

### **Southern California Association of Governments (SCAG's) Regional Comprehensive Plan and Guide and Regional Transportation**

Growing regional concern and legislation regarding traffic, air pollution, rising housing costs and other issues affecting the Southern California community as a whole led SCAG to prepare comprehensive regional plans to address these concerns. Three such plans affect planning in Cerritos: SCAG's Regional Mobility Plan, Growth Management Plan and the Air Quality Management Plan prepared by the South Coast Air Quality Management District (SCAQMD). These three plans are intended to work in conjunction to help reduce traffic congestion and pollutant levels throughout the greater Los Angeles Basin.

All applicable SCAG policies are provided later in Table 4.1-5, Proposed General Plan Update Consistency with SCAG's Regional Comprehensive Plan and Guide Policies, in the impacts and mitigation measures section.

## **LOCAL PLANS AND POLICIES**

### **Land Use Element**

The Land Use Element of the City of Cerritos General Plan sets forth objectives and policies for the permitted types, intensities, and locations of land uses in the City. The Land Use Element contains descriptions of residential, commercial, industrial, parks and recreation, and community facilities land use categories. The Element includes a Land Use Plan that establishes a planned pattern of land use by designating the types of uses permitted for land in the City. Policies in the Land Use Element also address the preservation and enhancement of community character (including residential neighborhoods), the balancing of land uses, redevelopment and property maintenance and appearance.

### **Zoning Ordinance**

Zoning is the means by which cities implement their General Plan. The City of Cerritos' ordinance translates the long-term goals and policies of the General Plan into the guidelines used for decision-making on future developments. 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 (Title 22 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 designations are generally in conformance.

### **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 4.1-2, *Area Development Plans*, as well as on Exhibit 3-3, *General Plan Land Use Map*. Table 4.1-3, *Area Development Plan Summary*, provides the net acreage and land use designations within each ADP.

### **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 166<sup>th</sup> Street on the south. ADP-1 is located within the Los Coyotes Redevelopment Project Area.

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.

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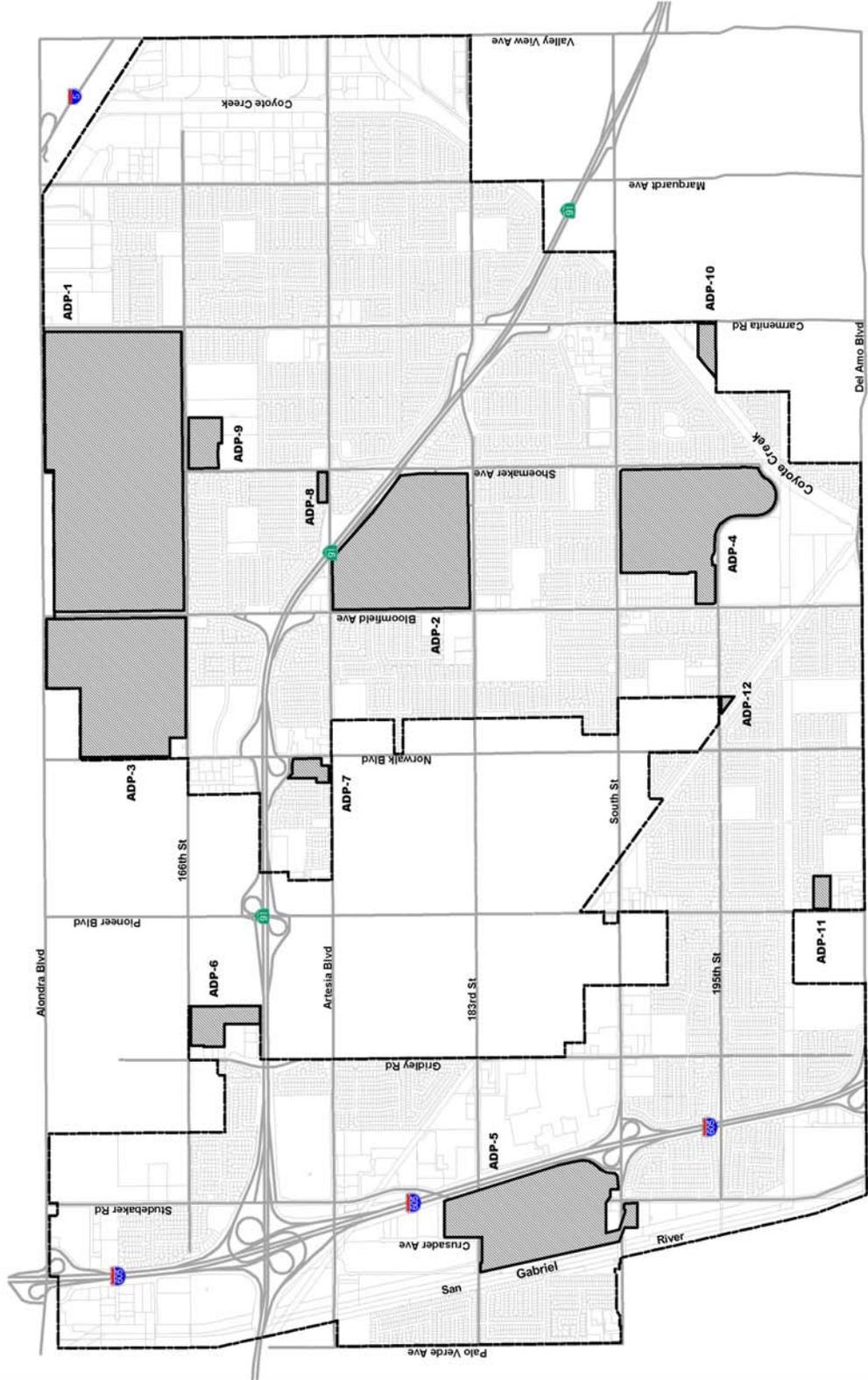
- Area Development Plans
- ADP-1: Cerritos Industrial Park
- ADP-2: Cerritos Towne Center
- ADP-3: Residential Mixed Density
- ADP-4: Shadow Park
- ADP-5: Cerritos Auto Square
- ADP-6: Concord Place
- ADP-7: The Palms
- ADP-8: Cerritos Terrace
- ADP-9: Encore
- ADP-10: Emerald Villas
- ADP-11: Pioneer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



City limit



Source: GIS Data, City of Cerritos



**Area Development Plans**

Exhibit 4.1-2

JN: 10100483  
 May 24, 2004



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**Table 4.1-3  
Area Development Plan Summary**

<b>ADP</b>	<b>Description of Land Use Designation</b>	<b>Development Name</b>	<b>Net Acres*</b>
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
<b>Total</b>			<b>819.42</b>
* 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 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.

**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).

#### **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.

#### **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 4.1-2, 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.

#### **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).

#### **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).

**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).

**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).

**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. 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. 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, 195<sup>th</sup> 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 195<sup>th</sup> 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.

### **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 4.1-3, 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.

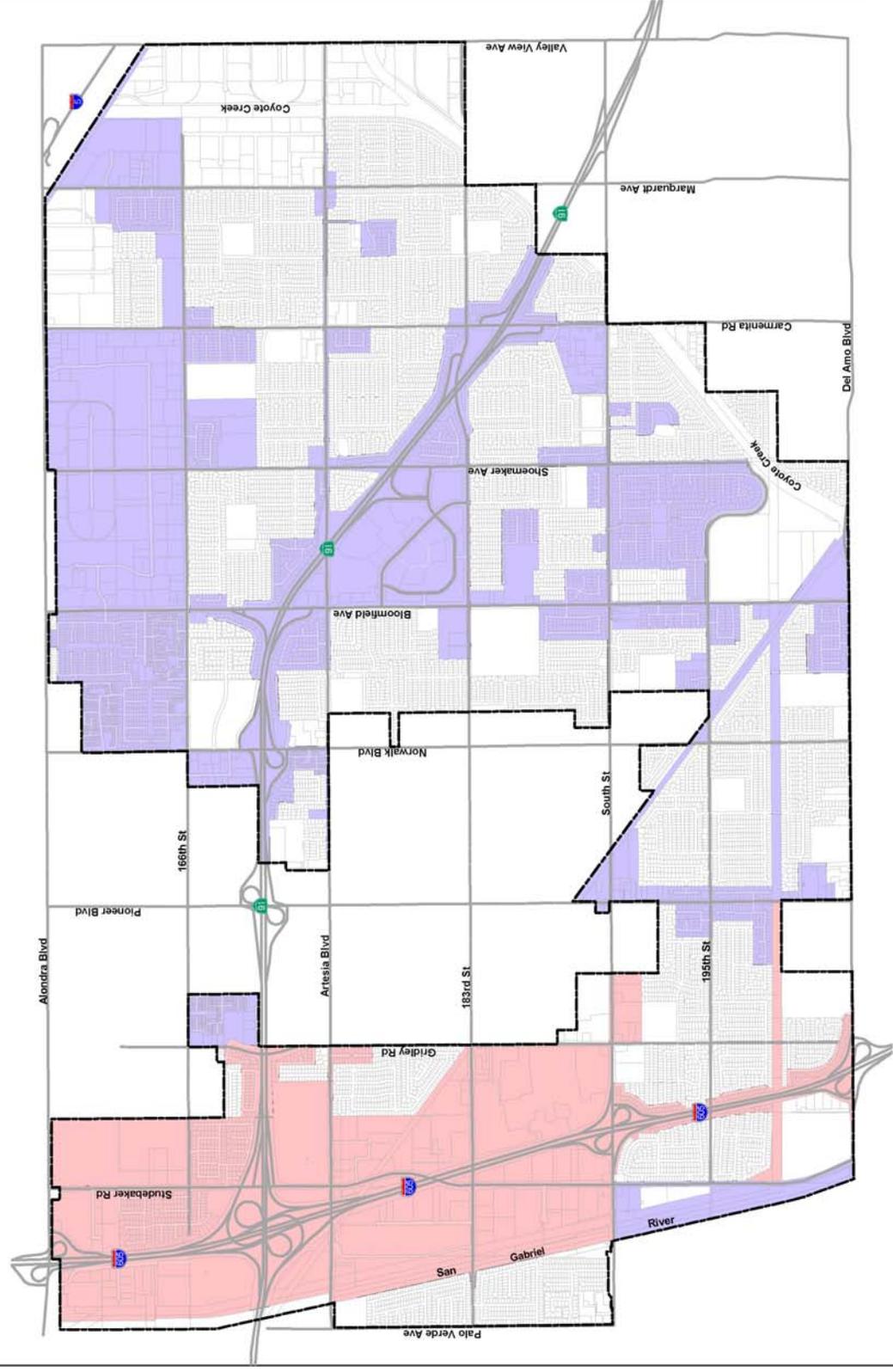
**A CITY WITH VISION**  
**CERRITOS**  
**GENERAL PLAN EIR**

**LEGEND**

- Redevelopment Project Areas
- Los Coyotes
- Los Cerritos
- City limit



Source: GIS Data, City of Cerritos



**Redevelopment Project Areas**

Exhibit 4.1-3

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 May 24, 2004



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### **Los Cerritos Redevelopment Project Area**

Originally established in November 1970, the Los Cerritos Redevelopment Project Area encompassed 820 acres. In 1976, 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 11, 2003.

The original Los Cerritos Redevelopment Plan expires in November 2010, while the amended Los Cerritos Redevelopment Plan expires in May 2015. 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 2020, and in the amended Los Cerritos project area through May 2025.

### **Los Coyotes Redevelopment Project Area**

Originally established in May 1976, 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 4.1-3, \*Redevelopment Project Areas\*](#)). The Los Coyotes Redevelopment Plan was adopted in May 1976 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 11, 2003.

The Los Coyotes Redevelopment Plan expires in May 2015, 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 2025.

### **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 TDC and one with Vestar. Both agreements are associated with development projects located within ADP-2. Additionally, development agreements were utilized for the development of three senior housing projects located in ADP-10 and ADP-11.

## 4.1.2 STANDARDS OF SIGNIFICANCE

### SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. For the purposes of this project, impact related to land use are considered significant in one or more of the following conditions would result from implementation of the proposed project:

- ❑ Physically divide an established community (refer to Section 7.0, *Effects Found Not To Be Significant*);
- ❑ Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- ❑ Conflict with any applicable habitat conservation plan or natural community conservation plan (refer to Section 7.0, *Effects Found Not To Be Significant*).

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through application of mitigation, it is categorized as a significant and unavoidable impact.

## 4.1.3 IMPACTS AND MITIGATION MEASURES

### IMPLICATIONS OF THE LAND USE PLAN

Future development in Cerritos is directed by the Land Use Element, which contains a map and text describing the community's future land use pattern. The Cerritos Land

Use Policy Map (refer to Exhibit 3-3 in Section 3.0, *Project Description*) presents the distribution of land uses in the City. Total acreages for each of these land use designations are presented in Table 3-2, *General Plan Land Use in 2020*. The table also provides a summary of development by General Plan land use categories, projected additional residential development in 2020, and projected additional non-residential development in 2020. The proposed General Plan Update would establish building intensities for all non-residential (commercial, industrial and institutional) land use categories. In addition, the proposed General Plan Update would establish planning factors upon which to develop new goals and policies.

## RESIDENTIAL

The proposed General Plan Update provides for Low Density Residential and Medium Density Residential development. These densities are compatible with existing residential developed densities. There are no changes proposed to the residential land use designations.

Implementation of the proposed General Plan Update would result in a total of 15,871 dwelling units with an associated population of 53,009 residents.<sup>1</sup> While the Plan provides for several residential development opportunity areas, the Plan's 15,871 dwelling unit buildout represents approximately 179 additional dwelling units citywide. Residential development would primarily be accommodated through the development of vacant and underutilized land and the intensification of residential uses in areas zoned for low density residential. An additional 29 dwelling units are projected to be developed by the year 2020 within the Low Density Residential land use designation. A total of 150 dwelling units are anticipated to be built within the Educational land use designation.

## COMMERCIAL

The proposed General Plan Update provides for three types of commercial uses; Office-Professional, Community and Regional. Under development of the proposed General Plan Update, a total of 11.35 additional acres would be developed with commercial uses, resulting in 1,716,024 square feet of additional commercial space. No changes are proposed to the commercial land use designations in the proposed General Plan Update.

The Floor Area Ratio (FAR) allowed within the commercial land use designation ranges from 0.20 (Community Commercial) to less than 2.50 (Regional Commercial). While the two largest commercial districts, Cerritos Towne Center and Cerritos Auto Square, are already completely developed, there is a total of 6.12 acres available within the Regional Commercial land use designation for future development. It is within this land use designation where the majority of future commercial development is anticipated to occur.

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<sup>1</sup> Based upon a total of 15,871 dwelling units and 3.34 persons per household.

## INDUSTRIAL

Industrial areas in Cerritos include both Industrial/Commercial and Light Industrial development. With implementation of the proposed General Plan Update, a total of 12.06 additional acres would be developed entirely within Light Industrial land use. Under development of the proposed General Plan Update, an additional 541,855 square feet of light industrial development would occur by 2020. No changes are proposed to the industrial land use designations in the proposed General Plan Update. This use is assumed to have a FAR of 1.10.

## COMMUNITY FACILITIES AND SERVICES

All existing Community Facilities and Services, including; Educational, Public/Quasi-Public, Parks and Open Space, Utility and Flood Control Right-of-Way, Railroad Right-of-Way and Misc. Road Right-of-Way/Private Roads uses, would be retained under the proposed General Plan Update. This development intensity of the community facilities and services categories ranges from 0.25 (Educational) to less than 1.10 (Public/Quasi-Public) FAR.

## CONSISTENCY WITH RELEVANT FEDERAL AND STATE PLANS AND POLICIES

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN POTENTIAL CONSISTENCY IMPACTS WITH FEDERAL AND STATE PLANS AND POLICIES.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** The proposed General Plan Update for the City of Cerritos has refined and supplemented policies regarding future development within the City. The proposed General Plan Update would have a beneficial effect by making the General Plan a more effective tool to review future projects and to coordinate with other jurisdictions and regulatory agencies on regional planning and environmental matters.

The proposed General Plan Update contains policies and implementing actions that continue to support current procedures followed by the City when development applications are reviewed, including the referral of plans to appropriate Federal and State agencies to ensure consistency between City and other agency regulations and requirements. The policies in the proposed General Plan Update recognize that all communities within the area have an interest in area-wide land use and transportation planning, economic development, environmental protection, and the provision of adequate services and facilities.

Policies in the proposed General Plan Update continue to provide for implementation of and participation in area-wide planning efforts. The consistency of the proposed

General Plan Update with specific Federal and State plans is presented in Table 4.1-4, Proposed General Plan Update Consistency With Federal and State Plans or Policies.

**Table 4.1-4  
Proposed General Plan Update  
Consistency with Federal and State Plans or Policies**

Plan or Policy	Consistency Statement
<b>Federal Plans or Policies</b>	
Clean Air Act	<u>Consistent.</u> The proposed General Plan Update contains goals and policies to protect air quality consistent with the Clean Air Act, including 1) management of local pollutants to meet air quality standards, 2) land use and transportation measures to reduce vehicle trips and congestion, and 3) encouraging alternate modes of transportation (i.e., walking, biking, and public transit use). Therefore, the proposed General Plan Update is consistent with the Clean Air Act.
Clean Water Act (Section 404)	<u>Consistent.</u> The proposed General Plan Update contains goals and policies designed to protect water resources and enhance water quality. Therefore, the proposed General Plan Update is consistent with the Clean Water Act.
National Pollutant Discharge Elimination System (NPDES) Permit Program	<u>Consistent.</u> The proposed General Plan Update provides goals and policies designed to protect water quality. Development allowed through implementation of the proposed General Plan Update would be required to implement storm water management practices during and after construction in accordance with the NPDES permit. Therefore, the proposed General Plan Update is consistent with the NPDES program.
Federal Endangered Species Act	<u>Consistent.</u> No known rare or endangered plant or animal species have been identified within the City of Cerritos. However, should any be identified, any development occurring as a result of implementation of the proposed General Plan Update would be required to comply in full with the Endangered Species Act. This would include mitigation of any significant impacts to any rare or endangered species.
<b>State Plans or Policies</b>	
California Endangered Species Act	<u>Consistent.</u> The City of Cerritos does not contain any known rare or endangered species. However, should any such plant or animal species be identified, development resulting from implementation of the proposed General Plan Update would be required to comply fully with California Endangered Species Act and mitigate any impacts to such species.

**Policies in the Proposed General Plan Update:** The Safety, Conservation, Air Quality and Growth Management Elements include the following policies:

- 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-9.5      Coordinate with Regional, State and Federal Agencies to prepare for and respond to potential terrorism threats.
  
- 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.
- CON-2.2 Apply applicable government energy standards to all new development.
- 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.
- 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.
- 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.
- AQ-1.2 Cooperate and participate in regional air quality management plans, programs and enforcement measures.

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

- 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-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.
- 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.
- AQ-4.3      Adopt incentives and regulations to reduce emissions from swimming pool heaters and residential and commercial water heaters.
- GM-1.1      Ensure new development pays its fair share of costs associated with providing adequate water and sewer service.
- 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:
- 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-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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## CONSISTENCY WITH RELEVANT REGIONAL PLANS AND POLICIES

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN POTENTIAL CONSISTENCY IMPACTS WITH POLICIES IN SCAG'S REGIONAL COMPREHENSIVE PLAN AND GUIDE.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** Table 4.1-5, Proposed General Plan Update Consistency With SCAG's Regional Comprehensive Plan and Guide Policies, assesses the proposed General Plan Update's relationship and consistency to pertinent policies contained in various chapters of the Regional Comprehensive Plan and Guide.

The proposed General Plan Update includes relevant policies and programs that reflect and respond to SCAG's regional goals. The Land Use Element is intended to establish the overall policy direction for land use planning decisions in the City of Cerritos. As such, goals and policies established in the Land Use Element shape and reflect the policies and programs contained in other General Plan Elements. In addition, policies in the Land Use and Housing Elements address regional jobs/housing balance objectives, in regards to providing affordable housing while providing a range of housing and employment opportunities, the Circulation and Growth Management Elements contain programs aimed at reducing traffic congestion and public infrastructure, and the Air Quality Element outlines the City's efforts to participate in programs aimed at improving regional air quality.

The analysis contained in Table 4.1-5 concludes that the proposed General Plan Update would be consistent with SCAG's policies. Therefore, implementation of the proposed General Plan Update would not result in significant land use impacts related to relevant SCAG policies, nor with any relevant applicable land use plans, policies or regulations.

**Table 4.1-5  
Proposed General Plan Update  
Consistency with SCAG’s Regional Comprehensive Plan and Guide Policies**

SCAG RCPG Policies		Consistency Statement
<b>Growth Management Chapter</b>		
3.01	The population, housing, and jobs forecasts, which are adopted by SCAG’s Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	<u>Consistent.</u> The projected 2020 population of the proposed General Plan Update is 53,009, which is lower than the Regional Comprehensive Plan projections identified by SCAG by 6,091 people. The proposed General Plan Update 2020 population projections reflect current growth conditions based on a total of 15,871 dwelling units and 3.34 persons per household. The City shall supply SCAG with the assumptions and current data to support the proposed General Plan Update 2020 projections so that SCAG’s projections can be revised to reflect the proposed General Plan Update. Since the City projections are lower than SCAG’s projections, the proposed General Plan Update is consistent with this policy.
3.03	The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region’s growth policies.	<u>Consistent.</u> No specific infrastructure or service improvements projects are identified as part of the proposed General Plan Update. However, future development projects as a result of General Plan buildout would require infrastructure and service improvements subject to review by the City and responsible agencies.
<b>1998 Regional Transportation Plan</b>		
4.01	Transportation investments shall be based on SCAG’s adopted Regional Performance Indicators.	<u>Consistent.</u> The proposed General Plan Update contains goals and policies ensuring that traffic congestion is reduced and that adequate transportation facilities are provided. (Refer to the following proposed General Plan Update goals and policies: CIR-1.1, CIR -1.2, CIR -1.3, CIR-1.4, CIR-1.5, CIR-1.6, CIR-2.1, CIR-2.2, CIR-3.1, CIR-3.2, CIR-3.4, CIR-3.5, CIR-6.1, CIR-7.1, CIR-7.2, CIR-7.3, CIR-7.4, CIR-8.2, GM-6.1, GM-6.2, GM-6.3 and GM-6.4.)
4.02	Transportation investments shall mitigate environmental impacts to an acceptable level.	<u>Consistent.</u> The proposed General Plan Update contains policies requiring new development to pay its share of costs associated with the mitigation of project-generated impacts including regional traffic congestion. (Refer to the following proposed General Plan Update goals and policies: CIR-1.5, CIR-1.6, CIR-6.1, CIR-6.3, CIR-6.6, LU-1.2, LU-9.6, GM-6.1, GM-6.2, GM-6.3 and GM-6.4.)
4.04	Transportation Control Measures shall be a priority.	<u>Consistent.</u> The proposed General Plan Update contains policies to participate in regional air quality management plans, programs, and enforcement measures. (Refer to the following proposed General Plan Update goals and policies: AQ-1.1, AQ-1.2, AQ-1.5, AQ-1.6 and GM-6.4.)
4.06	Implementing transit restructuring, including Smart Shuttles, freight improvements, advanced transportation technologies, airport ground access and traveler information services are RTP priorities.	<u>Consistent.</u> The proposed General Plan Update contains policies supporting the need to diversify transportation choices. (Refer to the following proposed General Plan Update goals and policies: CIR-6.1, CIR-6.2, CIR-6.3, CIR-6.4, CIR-6.5, CIR-6.6, CIR-6.7, CIR-8.1, CIR-8.3, CIR-8.4, CIR-8.5, CIR-8.6 and CIR-8.7.)

**Table 4.1-5 - Continued**  
**Proposed General Plan Update**  
**Consistency with SCAG’s Regional Comprehensive Plan and Guide Policies**

SCAG RCPG Policies		Consistency Statement
4.07	Projects proposed for the Regional Transportation Improvement Program (RTIP) that do not indicate a reasonable phasing of construction between segments will not be approved.	<u>Consistent.</u> The proposed General Plan Update contains policies aimed at phasing new development to maintain balance between land use and circulation systems. (Refer to the following proposed General Plan Update goals and policies: CIR-1.4, CIR-2.2, CIR-3.1, CIR-3.2, CIR-3.4, CIR-3.5, CIR-5.2, CIR-5.3 and LU-9.5.)
4.08	All existing and new public transit services, facilities and/or systems shall be fully accessible to persons with disabilities as required by applicable sections of the 1990 Americans with Disabilities Act.	<u>Consistent.</u> No specific infrastructure or service improvements projects are identified as part of the proposed General Plan Update. However, future development projects as a result of General Plan buildout would be required to conform to applicable sections of the 1990 Americans with Disabilities Act.
4.10	All existing and new public transit services shall be provided in a manner consistent with Title VI of the 1964 Civil Rights Act, prohibiting intentional discrimination and adverse disparate impact with regard to race, ethnicity, or national origin.	<u>Consistent.</u> No specific infrastructure or service improvements projects are identified as part of the proposed General Plan Update. However, future development projects as a result of General Plan buildout would be required to conform to Title VI of the 1964 Civil Rights Act.
4.11	All existing and new public transit services, facilities and/or systems shall evaluate the potential for private sector participation through the use of competitive procurement.	<u>Consistent.</u> The City of Cerritos 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 would continue to seek private sector participation in any future transit service development.
4.15	Arterial HOV facilities to support transit and rideshare will be supported and encouraged.	<u>Consistent.</u> The proposed General Plan Update provides policies CIR-6.2, CIR-6.6, AQ-2.1 and AQ-2.2 to promote and encourage ride share activities.
4.16	Maintaining and operating the existing transportation system will be a priority over expanding capacity.	<u>Consistent.</u> The proposed General Plan Update incorporates numerous policies aimed at relieving congestion through implementation of ridership programs, improving alternative transportation, land use decisions, etc. rather than through expanding capacity. (Refer to the following proposed General Plan Update goals and policies: AQ-2.1, AQ-2.2, CIR-1.3, CIR-1.4, CIR-1.6, CIR-2.2, CIR-3.5, CIR-4.2, CIR-6.1, CIR-6.7, CIR-7.1, CIR-7.2, CIR-7.3, CIR-7.4, CIR-7.5 and CIR-8.2.)
4.17	Alternatives to highway expansion must be evaluated before giving regional approval to expand single occupancy lanes.	<u>Consistent.</u> Refer to consistency analysis for SCAG Policy 4.16.

**Table 4.1-5 - Continued**  
**Proposed General Plan Update**  
**Consistency with SCAG’s Regional Comprehensive Plan and Guide Policies**

SCAG RCPG Policies		Consistency Statement
<b>GMC Policies Related to the RCPG Goal to Improve the Regional Standard of Living</b>		
3.04	Encourage local jurisdictions’ efforts to achieve a balance between the types of jobs they seek to attract and housing prices.	<u>Consistent.</u> The proposed General Plan Update contains policies to maintain a good balance between jobs and housing and to provide housing opportunities affordable to the incomes of all segments of the community. (Refer to the following proposed General Plan Update goals and policies: LU-2.1, LU-2.3, LU-2.4, HOU-1.1, HOU-1.2, HOU-1.3, HOU-1.4, HOU-2.1, HOU-2.4, HOU-4.1, HOU-4.2 and HOU-4.3.)
3.05	Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	<u>Consistent.</u> Refer to consistency analysis for SCAG Policy 4.16.
3.09	Support local jurisdictions’ actions to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	<u>Consistent.</u> The proposed General Plan Update contains policies to seek private funding sources for the extension of services and facilities where these services are not already part of the City’s financed capitol improvement program. (Refer to the following proposed General Plan Update goals and policies: HOU-3.1.)
3.10	Support local jurisdictions’ actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	<u>Consistent.</u> The proposed General Plan Update provides policies to expedite the permitting process. (Refer to the following proposed General Plan Update goals and policies: HOU-2.4.)
<b>GMC Policies Related to the RCPG Goal to Improve the Regional Quality of Life</b>		
3.11	Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions.	<u>Consistent.</u> The proposed General Plan Update provides policies that provide incentives for both housing and job growth. (Refer to the following proposed General Plan Update goals and policies: HOU-1.1, HOU-1.2, HOU-1.3, HOU-2.1, HOU-2.2, HOU-2.4, LU-3.3, LU-3.5 and GM-8.3.)
3.12	Encourage existing or proposed local jurisdictions’ programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	<u>Consistent.</u> Refer to consistency analysis for SCAG Policy 4.16.
3.13	Encourage local jurisdictions’ plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	<u>Consistent.</u> Cerritos is a built out city surrounded by other urbanized areas. Based on these circumstances, new development allowed for under the proposed General Plan Update would take the form of redevelopment or infill projects on underutilized lots. In addition, the proposed General Plan Update contains policies that encourage the use and redevelopment of existing urbanized areas. (Refer to the following proposed General Plan Update goals and policies: LU-7.1, LU-7.3, LU-7.4, LU-8.2, LU-8.4, HOU-3.1 and GM-8.3.)

**Table 4.1-5 - Continued**  
**Proposed General Plan Update**  
**Consistency with SCAG’s Regional Comprehensive Plan and Guide Policies**

SCAG RCPG Policies		Consistency Statement
3.14	Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	<u>Consistent.</u> Refer to consistency analysis for SCAG Policies 4.16 and 3.13.
3.15	Support local jurisdictions’ strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.	<u>Consistent.</u> The proposed General Plan Update contains policies to encourage mixed-use, redevelopment and infill development in urbanized areas accessible to transit. (Refer to the following proposed General Plan Update goals and policies: LU-6.1, LU-7.1, LU-7.2, CIR-6.1, CIR-6.3, CIR-6.4, CIR-6.5, CIR-6.6, CIR-6.7, CIR-8.1 and CIR-8.4.)
3.16	Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	<u>Consistent.</u> Refer to consistency analysis for SCAG Policies 4.16, 3.13 and 3.15.
3.17	Support and encourage settlement patterns, which contain a range of urban densities.	<u>Consistent.</u> The General Plan Land Use Element and Land Use Map provides a range of residential densities throughout the City.
3.18	Encourage planned development in locations least likely to cause environmental impact.	<u>Consistent.</u> In addition to the mitigation measures proposed in this EIR, the proposed General Plan Update contains numerous policies to protect environmental resources and minimize adverse environmental effects. All future development allowed for under the General Plan would be required to undergo subsequent environmental review by the City.
3.19	Support policies and actions that preserve open space areas identified in local, State, and Federal plans.	<u>Consistent.</u> The proposed General Plan Update contains policies to preserve open space areas within the City. (Refer to the following proposed General Plan Update goals and policies: LU-14.1, OSR-1.1, OSR-1.2, OSR-1.3, OSR-1.4, OSR-1.5, OSR-2.1, OSR-3.2, OSR-5.1, OSR-5.2, OSR-5.3, OSR-6.1 and OSR-6.2.)
3.20	Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	<u>Consistent.</u> In addition, to the mitigation measures proposed in this EIR, the proposed General Plan Update contains numerous policies to protect environmental resources and minimize adverse environmental effects for wetlands, groundwater, and wildlife. (Refer to the following proposed General Plan Update goals and policies: CON-1.1, CON-1.2, CON-1.4 and CON-6.3.)
3.21	Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	<u>Consistent.</u> In addition, to the mitigation measures proposed in this EIR, the proposed General Plan Update contains numerous policies to protect environmental resources and minimize adverse environmental effects for cultural and archaeological resources. (Refer to the following proposed General Plan Update goals and policies: CON-7.1, CON-7.2, CON-8.1 and CON-8.2.)
3.22	Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	<u>Consistent.</u> The proposed General Plan Update provides policies that protect against flooding, slope, and seismic hazards. (Refer to the following proposed General Plan Update goals and policies: SAF-1.1, SAF-1.2, SAF-1.3, SAF-1.4, SAF-2.1, SAF-2.2 and SAF-2.3.)

**Table 4.1-5 - Continued**  
**Proposed General Plan Update**  
**Consistency with SCAG’s Regional Comprehensive Plan and Guide Policies**

SCAG RCPG Policies		Consistency Statement
3.23	Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	<u>Consistent.</u> Refer to the consistency analysis for SCAG Policy 3.18.
<b>GMC Policies Related to the RCPG Goal to Provide Social, Political, and Cultural Equity</b>		
3.24	Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.	<u>Consistent.</u> The proposed General Plan Update contains numerous policies to provide incentives to developers to supply affordable housing and to encourage a strong housing base. (Refer to all the proposed General Plan Update Housing Element goals and policies.)
3.27	Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	<u>Consistent.</u> The Cerritos General Plan is the primary source of long-range planning and policy direction that will guide growth and preserve the quality of life within the community. The Housing Element encourages the development of housing for all income levels. The Conservation Element provides direction regarding the conservation, development and utilization of natural resources. The Safety Element contains policies to reduce hazards associated with fires, floods, earthquakes, landslides, and other hazards and ensures adequate fire and police services. The Land Use Element promotes harmony between the diverse types of uses within the City in balance with public services and infrastructure. The Growth Management Element contains policies dedicated to providing a high-level of emergency services including, sheriff, fire and medical for residents. In addition, public service and utility providers were contacted as part of the proposed General Plan Update and EIR process; their input on how the proposed General Plan Update would impact their services is reflected in the General Plan Elements and EIR.
<b>Air Quality Chapter</b>		
5.11	Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	<u>Consistent.</u> This EIR addresses air quality, land use, and transportation impacts of the proposed General Plan Update and provides mitigation measures where feasible to reduce significant environmental impacts to a less than significant level. In addition, all future development allowed under the proposed General Plan Update would be required to undergo subsequent environmental review by the City, as necessary.
<b>Water Quality Chapter</b>		
11.02	Encourage “watershed management” programs and strategies, recognizing the primary role of local governments in such efforts.	<u>Not Applicable.</u> This SCAG policy is not pertinent to the City of Cerritos. The County of Los Angeles oversees “watershed management” programs within the county including Cerritos.

**Table 4.1-5 - Continued**  
**Proposed General Plan Update**  
**Consistency with SCAG’s Regional Comprehensive Plan and Guide Policies**

SCAG RCPG Policies		Consistency Statement
11.07	Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	<u>Consistent.</u> The proposed General Plan Update contains policies to encourage water reclamation. (Refer to proposed General Plan Update policy CON-1.1, GM-1.2 and GM-1.3.)
<b>Open Space Chapter</b>		
9.01	Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.	<u>Consistent.</u> The proposed General Plan Update contains policies to provide and protect open space uses. Refer to the consistency analysis for SCAG Policy 3.19.
9.02	Increase the accessibility to open space lands for outdoor recreation.	<u>Consistent.</u> The proposed General Plan Update contains policies to promote increased accessibility of open space for public use. (Refer to the following proposed General Plan Update goals and policies: LU-14.1, OSR-1.2, OSR-1.4, OSR-2.2, OSR-2.3, OSR-2.4, OSR-3.2, OSR-4.1, OSR-6.2, OSR-7.1 and OSR-7.2.)
9.03	Promote self-sustaining regional recreation resources and facilities.	<u>Consistent.</u> Refer to the consistency analysis for SCAG Policy 3.19.
9.04	Maintain open space for adequate protection of lives and properties against natural and man-made hazards.	<u>Consistent.</u> Refer to the consistency analysis for SCAG Policy 3.19.
9.05	Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.	<u>Consistent.</u> Refer to the consistency analysis for SCAG Policy 3.22.
9.06	Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.	<u>Consistent.</u> Through General Plan goals, policies, and implementation programs; Area Development Plans; and zoning requirements, the City provides for adequate infrastructure and facilities, as well as ensures the public’s health and safety. Public expenditures are determined by the City Council as a part of the City’s annual budget process for the Capitol Improvement Program.
9.08	Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.	<u>Consistent.</u> The proposed General Plan Update promotes the protection of viable ecosystems and habitats through the preservation and enhancement of open space uses. Refer to the consistency analysis for SCAG Policy 3.19, which provides a list of proposed General Plan Update open space preservation policies.

**Policies in the Proposed General Plan Update:** Table 4.1-5 identifies all relevant policies.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## CONSISTENCY WITH RELEVANT LOCAL PLANS AND POLICIES

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN POTENTIAL CONSISTENCY IMPACTS WITH LOCAL PLANS AND POLICIES.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** Due to the comprehensive nature of the Land Use Element, land use issues are not addressed in the same detail as they might be in other regional and local physical planning documents, plans and ordinances that the City can adopt. The land use categories described in the Land Use Element of the proposed General Plan Update indicate general categories of allowed uses and development intensities within each land use category. Other City documents including the zoning ordinance, area development plans and redevelopment plans establish more specific regulations and policies influencing development. The proposed General Plan Update’s consistency with these plans is shown in Table 4.1-6, Proposed General Plan Update Consistency with Local Plans or Policies. The analysis in Table 4.1-6, concludes that the proposed General Plan Update would be consistent with the City’s Zoning Ordinance, existing Area Development Plans, Redevelopment Plans and Development Agreements. Therefore, implementation of the proposed General Plan Update would not result in significant land use impacts relative to these local plans or policies.

**Table 4.1-6  
Proposed General Plan Update  
Consistency with Local Plans or Policies**

Plan or Policy	Consistency Statement
City of Cerritos Zoning Ordinance	<u>Consistent.</u> Cerritos continues to ensure that its legislative enactments, including zoning, are consistent with the General Plan. Each of Cerritos’ General Plan land use categories corresponds to one or more zoning districts.
Area Development Plans	<u>Consistent.</u> The 12 Area Development Plans adopted by the City of Cerritos have been designed to implement specific goals and policies of the General Plan. The 12 adopted Area Development Plans would remain consistent with the proposed General Plan Update.
Redevelopment Plans	<u>Consistent.</u> California State Law requires all adopted Redevelopment Plans to conform to the City General Plan. The proposed General Plan Update would not involve any changes that would make the two Redevelopment Plans inconsistent with the proposed General Plan Update. Similarly, as the General Plan is intended to guide future development in the City of Cerritos, the two Redevelopment Plans adopted by the City would be consistent with the proposed General Plan Update.
Development Agreements	<u>Consistent.</u> California State Law requires all adopted Development Agreements to conform to the City General Plan. The proposed General Plan Update would not involve any changes that would make the two adopted Development Agreements inconsistent with the proposed General Plan Update. Similarly, as the General Plan is intended to guide future development in the City of Cerritos, the two Development Agreements adopted by the City would be consistent with the proposed General Plan Update.

**Policies in the Proposed General Plan Update:** The Land Use and Community Design Elements include the following policies:

- 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.
- 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-2.5      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.
- 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.
- 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-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-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.
- 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-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-4.6 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## LAND USE COMPATIBILITY

- DEVELOPMENT ASSOCIATED WITH THE BUILDOUT OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN DIRECT IMPACTS REGARDING LAND USE INCOMPATIBILITIES.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** Implementation of the proposed General Plan Update for the City of Cerritos would not result in any direct impacts regarding land use compatibility within the City, as the proposed General Plan Update would involve no major changes to existing land use designations. The land use designations in the proposed General Plan Update were not modified in the proposed General Plan Update. Nor were any new land use designations added in the proposed General Plan Update.

The purpose of the General Plan and General Plan Land Use Map is to encourage a compatible pattern of development. The Land Use Element's goals and policies direct future growth and development in Cerritos, while minimizing existing and potential land

use conflicts. The goals and policies of the proposed General Plan Update are designed to preserve the existing high-quality physical development by providing a balance of residential and non-residential development, ensuring that adjacent land uses be compatible with one another, and effectively developing or redeveloping vacant, underutilized or small parcels. In addition, goals and policies proposed in the Community Design and Noise Elements of the proposed General Plan Update protect against the siting of nuisance land uses and residential or other sensitive land uses in proximity of each other, specifically Goal CD-3 and Goal N-3. Goal CD-3 strives for development that is well designed and compatible with adjacent uses, while Goal N-3 ensures that noise impacts are analyzed as new developments are reviewed by the City.

**Policies in the Proposed General Plan Update:** The Land Use, Community Design, Circulation, Housing, Open Space/Recreation and Noise Elements contain the following 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.

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

- 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 Cerritos College and other public entities (i.e., ABC Unified School District) in the planning of their properties to ensure compatible land uses.
  
- LU-6.1      Encourage compatible land uses to locate in appropriate areas of the City.
  
- 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.
  
- 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-11.1 Encourage a variety of housing types and sizes that are balanced throughout the City and 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-12.1 Balance size and number of units to achieve appropriate (limit) intensity.
- CD-3.7 Ensure that buildings are appropriate to their context and designed to be compatible with surrounding uses and special districts.
- CIR-3.1 Review vicinity of circulation plans of commercial development to minimize conflicts with residential neighborhoods.
- HOU-2.2 Assist developers in the identification of suitable residential sites.
- OSR-2.2 Carefully consider geographic locations, hours of operation and other factors influencing access when evaluating future park and facility locations.
- 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.
- N-2.2 Strive to resolve existing and potential conflicts between noise generating uses and human activities.
- N-3.4 Consider noise impacts associated with the development of residential uses in the vicinity of non-residential uses.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## TREE PRESERVATION ORDINANCE

- THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN DEVELOPMENT ASSOCIATED WITH BUILDOUT THAT COULD BE IN CONFLICT WITH THE CITY'S TREE PRESERVATION ORDINANCE.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** In order to capture the aesthetic quality of a "community forest" within the urbanized City of Cerritos, the City has adopted Tree Ordinance (Chapter 9.75). 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. As a result of these actions, the City was named a "Tree City USA" by the National Arbor Day Foundation. Preserving the "Community Forest" has been identified as a key conservation issue in the Plan. The proposed General Plan Update further strengthens the Tree Ordinance with Goal CON-6, which is focused on tree preservation and enhancement throughout the community. Therefore, development within the City of Cerritos resulting from implementation of the proposed General Plan Update would not have a significant impact on or be in conflict with the City's Tree Ordinance.

**Policies in the Proposed General Plan Update:** The Community Design and Conservation Elements include the following 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.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

#### 4.1.4    UNAVOIDABLE SIGNIFICANT IMPACTS

All land use impacts associated with implementation of the proposed General Plan Update would be less than significant by adherence to and/or compliance with policies in the proposed General Plan Update. No unavoidable significant land use impacts would occur as a result of buildout of the proposed General Plan Update.

## 4.2 POPULATION, EMPLOYMENT AND HOUSING

This section of the EIR addresses some of the socioeconomic impacts associated with buildout of the proposed General Plan Update. The setting discussion presents the baseline information required for establishing changes due to the proposed General Plan Update. Impacts related to buildout of the General Plan are then analyzed based on population, employment and housing changes compared to current conditions. This section is based on data contained in the Housing Element of the General Plan Update. Additional information incorporated into this section was derived from the Department of Finance (DOF), 1990 and 2000 Census data and data prepared by the California Employment Development Department (EDD) dated June 2001, as well as projections from the Southern California Association of Governments (SCAG) regional projections dated April 2001.

### 4.2.1 ENVIRONMENTAL SETTING

#### POPULATION

According to the 2000 Census, there are approximately 51,488<sup>1</sup> persons residing in Cerritos (refer to Table 4.2-1, *Regional Population Projections*, for a summary of regional, County and City projections for population, housing and employment). This represents a decrease of over 3.3 percent since 1990. Future projections estimate a yearly population increase of approximately 0.74 percent over the next 20 years resulting in a projected resident population of 59,100 persons in 2020.<sup>2</sup>

Cerritos' population decrease from 1990 to 2000 was in contrast to the 7.4 percent population increase for Los Angeles County. However, Cerritos' population as a percentage of Los Angeles County is anticipated to remain stable at approximately 0.50 percent over the next 20 years. The population for Los Angeles County over the next 20 years is projected to grow by 23.5 percent and Cerritos by 14.8 percent.

#### HOUSING

The majority of the 15,692<sup>3</sup> dwelling units in Cerritos are single-family residential units (93 percent) built during the 1960s, 1970s and 1980s. Since the 1980s, the volume of

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<sup>1</sup> 2000 population and housing figures differ from those presented in the Housing Element as 2000 Census information was used for this section and Department of Finance information was required for the Housing Element.

<sup>2</sup> Southern California Association of Governments (SCAG) 2001 Regional Transportation Plan (RTP), 2020 projections.

<sup>3</sup> Dwelling units in the City in 2001, according to the US Census (Report E5a). The number increased to 15,709 dwelling units in 2002.

growth has decreased dramatically as the City approaches buildout. The housing stock growth between 1990 and 2000 only represents 1.1 percent of the total dwelling units in the City. The City's 0.5 percent share of County dwelling units in 2000 (15,612 of 3,270,909) is projected to slightly decrease to 0.4 percent (15,880 of 4,054,050) by the year 2020.

According to the 2000 Census, approximately 85.6 percent of the residential units are single-family detached houses, 7.8 percent are single-family attached units (town homes, condominiums, etc.), 4.4 percent are multi-family units and 2.0 percent are mobile homes. Cerritos has a 1.4 percent vacancy rate of which 79.1 percent of the occupied dwelling units are owner-occupied.

**Table 4.2-1  
Regional Population Projections (1990 – 2020)**

Year	Population, Households, & Employment			Total Growth		Percentage Growth	
	1990	2000	2020	1990-2000	2000-2020	1990-2000	2000-2020
<b>Population</b>							
Cerritos	53,240 <sup>1</sup>	51,488 <sup>2</sup>	59,100 <sup>3</sup>	(1,752)	7,612	(3.3)	14.8
Los Angeles County	8,863,164 <sup>1</sup>	9,519,338 <sup>2</sup>	11,760,000 <sup>3</sup>	656,174	2,240,662	7.4	23.5
Region	14,640,832 <sup>1</sup>	16,516,006 <sup>2</sup>	21,305,000 <sup>3</sup>	1,875,174	4,788,994	12.8	28.9
<b>Housing Units</b>							
Cerritos	15,365 <sup>1</sup>	15,612 <sup>2</sup>	15,880 <sup>4</sup>	247	268	1.6	1.7
Los Angeles County	3,163,343 <sup>1</sup>	3,270,909 <sup>2</sup>	4,054,050 <sup>4</sup>	107,566	783,141	3.4	23.9
Region	5,180,240 <sup>1</sup>	5,722,039 <sup>6</sup>	7,254,450 <sup>4</sup>	541,799	1,532,411	10.5	26.7
<b>Employment</b>							
Cerritos	28,306 <sup>1</sup>	24,366 <sup>2</sup>	31,200 <sup>3</sup>	(3,940)	6,834	(13.9)	28.0
Los Angeles County	4,203,792 <sup>1</sup>	4,312,264 <sup>2</sup>	5,156,000 <sup>3</sup>	108,472	843,736	2.3	19.5
Region	7,064,508 <sup>1</sup>	7,536,949 <sup>2</sup>	9,571,000 <sup>3</sup>	472,441	2,034,051	6.6	26.9
Sources: <sup>1</sup> 1990 Census <sup>2</sup> 2000 Census <sup>3</sup> Southern California Association of Governments (SCAG) RTP growth projections, 2001, based on 1990 Census. <sup>4</sup> SCAG Regional Transportation Plan, April 2001.							
Note: In 2003, SCAG is updating the projections in the Regional Transportation Plan to be based on the 2000 Census. The RTP growth projections are estimated to be completed by SCAG by the end of 2003.							

## EMPLOYMENT PROFILE

Labor force data obtained from the State of California Employment Development Department, reports that in 2001, Cerritos had a 2.8 percent unemployment rate with 30,660 residents employed out of a labor force of 31,550 residents. Los Angeles

County's unemployment rate was significantly higher at 5.7 percent, where 4,598,200 of the County residents were employed out of the 4,875,200 County residents in the labor force.

While employment has decreased for the City of Cerritos, Los Angeles County and for the region, since 1990, employment is anticipated to increase over the next 20 years, as shown in Table 4.2-1, Regional Population Projections. Annual employment growth for Cerritos is projected to be slightly lower than projected for the County at 1.4 percent and 1.5 percent respectively. Table 4.2-2, Cerritos/Los Angeles County Employment Profile, indicates that educational, health and social services are the largest source of jobs for both the City and County. The second largest job category for both the City and County is manufacturing. However, the retail trade employs the third largest portion of City residents (2,944 or 12.1 percent), while the professional, scientific and management profession employ the third largest portion of County residents (455,069 or 11.5 percent).

**Table 4.2-2  
Cerritos/Los Angeles County Employment Profile**

Type of Industries	Cerritos		Los Angeles County	
	Number	Percent	Number	Percent
Agriculture, Fishery, Mining & Forestry	19	0.1%	10,188	0.3%
Construction	785	3.2%	202,829	5.1%
Manufacturing	3,788	15.5%	586,627	14.8%
Transportation, Communications, & Utilities	1,586	6.5%	198,375	5.0%
Wholesale Trade	1,623	6.7%	184,369	4.7%
Retail Trade	2,944	12.1%	416,390	10.5%
Information	824	3.4%	213,589	5.4%
Finance, Insurance & Real Estate	1,968	8.1%	272,304	6.9%
Other Services	902	3.7%	233,193	5.9%
Public Administration	1,127	4.6%	124,937	3.2%
Professional, scientific, management, administrative & waste management services	2,502	10.3%	455,069	11.5%
Educational, health and social services	4,968	20.4%	722,792	18.3%
Arts, entertainment, recreation, accommodation & food services	1,340	5.5%	332,753	8.4%
<b>Total</b>	<b>24,366</b>		<b>3,953,415</b>	

Source: 2000 Census.

## DEMOGRAPHIC PROFILE

The City of Cerritos has a culturally diverse population. According to 2000 Census data, approximately 10.4 percent (5,349 of 51,488) of the population is Hispanic or Latino, while the remaining 89.6 percent (46,139 of 51,488) of the population is non-Hispanic. As shown in Table 4.2-3 below, approximately 30,187 persons (58.6 percent) are Asian or Pacific Islander, 13,851 persons (26.9 percent) are white, and approximately 3,432 persons (6.7 percent) are black or African/American.

Los Angeles County has a higher Hispanic population making up 44.6 percent of the residents. However, of the non-Hispanic population, the County is less diverse with 48.7 percent of the population white (4,637,062 persons) and 11.9 percent Asian (1,137,500).

**Table 4.2-3  
Cerritos/Los Angeles County Race Characteristics**

Race	City of Cerritos		Los Angeles County	
	Population	Percent of Total	Population	Percent of Total
White	13,851	26.9	4,637,062	48.7
Black or African-American	3,432	6.7	930,957	9.8
American Indian and Alaska Native	142	0.3	76,988	0.8
Asian or Pacific Islander	30,187	58.6	1,164,553	12.2
Other Race	1,930	3.7	2,709,778	23.5
Two or more races	1,946	3.8	469,781	4.9
Total	51,488	100.0	9,519,338	100.0

Source: 2000 Census, Race only. The data in this table does not include the subject of Hispanic or Latino and Race.

### 4.4.2 STANDARDS OF SIGNIFICANCE

#### SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Population, Housing and Employment impacts resulting from implementation of the proposed General Plan Update could be considered significant if they cause any of the following results:

- ❑ Induce substantial population growth in an area, either directly (for example, proposing new homes and business) or indirectly (for example, through extension roads or other infrastructure);
- ❑ Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere (refer to Section 7.0, *Effects Found Not To Be Significant*); and/or
- ❑ Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere (refer to Section 7.0, *Effects Found Not To Be Significant*).

Based on these standards, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact”. Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

The characteristics of a project that can trigger population, employment or housing changes are 1) actual development of residential, commercial and industrial space, or 2) changes in land use development intensity standards.

## 4.2.3 IMPACTS AND MITIGATION MEASURES

### POPULATION GROWTH

- POPULATION GROWTH ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE IS ANTICIPATED TO RESULT IN AN INCREASE IN POPULATION WITHIN THE CITY IN THE PLANNING HORIZON YEAR OF 2020.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** As of January 1, 2001, the California Department of Finance (DOF) estimated the City of Cerritos population to be 52,100 persons. Upon buildout, the residential development potential permitted by the General Plan Update would result in the construction of 179 additional dwelling units within Cerritos. These additional units are anticipated to increase the population by 909 persons. Complete buildout of the residential development permitted by the proposed General Plan Update and full occupation of the units would increase the total population within Cerritos to approximately 53,009 persons.

The projected population figures for the City of Cerritos at buildout are generally consistent with population projections contained in the Southern California Association of Governments (SCAG) 2001 Regional Transportation Plan (RTP). The SCAG

demographic data is developed to enable the proper planning of infrastructure and facilities. The 2001 RTP projects the population of Cerritos to reach 59,100 by 2020. Therefore, the addition of 909 residents as a result of implementation of the proposed General Plan Update would not be the main source of population growth. Rather, it is assumed to be attributed to the natural increase in population.<sup>4</sup> While the proposed General Plan Update population is less than SCAG's projection for the City, it is consistent with SCAG's 2020 projections, and therefore, impacts are considered to be less than significant.

**Policies in the Proposed General Plan Update:** The Land Use Element contains the following 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      Coordination of 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      Coordination of 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      Evaluation of 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.
- 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

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<sup>4</sup> Natural increase is the net gain after subtracting the number of death from the number of births.

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

LU-8.2      Use redevelopment financing in conjunction with code enforcement activities to assist in the rehabilitation of non-residential and residential developments.

LU12.1      Balance size and number of units to achieve appropriate (limit) intensity.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## EMPLOYMENT GROWTH

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE WOULD RESULT IN THE ADDITION OF APPROXIMATELY 1,360 JOBS WITHIN THE CITY IN THE PLANNING HORIZON YEAR OF 2020.

**Level of Significance Before Mitigation/Policies:** Less Than Significant Impact.

**Impact Analysis:** As of June 2002, the EDD estimated that Cerritos had approximately 29,840 jobs within the City. Implementation of the proposed General Plan Update would result in 1,360 additional employment opportunities, for a total of 31,200 jobs citywide in the year 2020.

SCAG'S 2001 RTP projects the Los Angeles County would have approximately 4,054,050 employment opportunities in the year 2020 and Cerritos is projected to have 31,200 employment opportunities in the year 2020. According to SCAG, employment growth within the City of Cerritos would remain consistent within the sub-regional forecast for the year 2020. The increase in employment opportunities would be gradual over the next 20 years; therefore, impacts are considered to be less than significant.

**Policies in the Proposed General Plan Update:** The Land Use Element contains the following 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 Coordination of 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 Coordination of 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 Evaluation of 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.
- LU-8.1 Direct Redevelopment Agency investments to those economic activities and locations with the greatest potential economic return.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## HOUSING

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE WOULD RESULT IN THE ADDITION OF 179 DWELLING UNITS TO THE CITY'S HOUSING STOCK IN THE PLANNING HORIZON YEAR OF 2020.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** The proposed General Plan Update would allow for the construction of an additional 179 dwelling units within the City, resulting in a total of 15,871 dwelling units at buildout.

Residential development within the City is based on target density. Development could occur at densities either greater or lower than these targets. The Land Use and Housing Elements of the proposed General Plan Update include a discussion of the

circumstances under which development could occur at maximum densities. Development that confers a special public benefit, for example affordable housing, would be able to occur at maximum densities.

The projected housing figures for the City of Cerritos at buildout are generally consistent with housing projections in the SCAG 2001 RTP. The RTP projects that the City of Cerritos would have a total of 15,880 dwelling units by the year 2020. In addition, the RTP projects that Los Angeles County would have approximately 4,054,050 dwelling units in the year 2020. The proposed General Plan Update increase in dwelling units is slightly lower than SCAG's projections for the City due to the decrease in population between 1990 and 2000 Census. The increase in housing would be gradual over the next 20 years; therefore, impacts are considered to be less than significant.

**Policies in the Proposed General Plan Update:** The Land Use and Housing Elements contain the following 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      Coordination of 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      Coordination of 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      Evaluation of 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.

- 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-8.2      Use redevelopment financing in conjunction with code enforcement activities to assist in the rehabilitation of non-residential and residential developments.
- 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.
- LU-10.2     Discourage the construction of new housing at substantially lower densities than the maximum permitted by the General Plan, particularly on sites designated for medium density housing.
- 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.

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

- HOU-1.4     Require the preservation of affordable housing, when possible.
- HOU-2.2     Provide incentives to affordable housing developers in the form of financial contributions, density bonus, land contributions, development standard flexibility and fee waivers.
- 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.
- 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 lead-based paint and asbestos hazards reduction program and establish program, if needed.
- HOU-4.1     Improve housing assistance for low and moderate-income household to obtain ownership.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

#### **4.2.4   UNAVOIDABLE SIGNIFICANT IMPACTS**

All population, housing and employment impacts associated with implementation of the proposed General Plan Update would be less than significant by adherence to and/or compliance with the policies in the proposed General Plan Update. No unavoidable significant population, employment and housing impacts would occur as a result of buildout of the proposed General Plan Update.

## 4.3 AESTHETICS

This section evaluates the visual quality of Cerritos and assesses the potential for visual impacts associated with implementation of the proposed General Plan Update. Where significant impacts are identified, mitigation measures are provided to reduce these impacts to a less than significant level.

Difficulties arise when evaluating visual quality and the degree of impact resulting from visual change. This is because few objectives or quantitative standards exist to analyze visual quality and individual responses differently to changes in the visual environment. What may be considered to be an adverse visual condition to one person may represent an improved visual scene to another.

### 4.3.1 ENVIRONMENTAL SETTING

The City of Cerritos has a rich history and as it has developed, the City has become a unique place by maintaining, enhancing and creating physical features that distinguish Cerritos from surrounding communities. The City was incorporated on April 24, 1956. As a reflection of the agricultural heritage of the area, the name Dairy Valley was chosen. At that time, agriculture and dairy farms were the primary uses in the City with the population being outnumbered 29 to 1 by cows.

By the mid 1960s, as a result in the increase in land values and property taxes, the City voted to allow the development of residences on lots smaller than five acres. This allowed the City to begin more traditional development and allowed it to develop into the City it is today. On January 10, 1967, the City officially named the community Cerritos, paying homage to the historic connection with their Spanish heritage and the Rancho Los Cerritos Spanish land grant that bears the City's name.

As the population and development increased in Cerritos, the City emphasized creating a well-planned community that respects the environment, provides a lush, park like setting and contributes to a high quality of life. The City wanted to ensure that it developed in a well-planned manner with a balance of residential, commercial and industrial development.

Today, the City continues to thrive with the growth and diversification of its commercial centers, the maturing of the urban landscape and development of state-of-the-art community centers and facilities, which all contribute to the aesthetic value of the community.

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, which have been extracted from the proposed Community Design Element. The community

design elements are: community image, streetscape, private development, signs and vacant parcels.

## COMMUNITY IMAGE

The perceived “image” of a community is made up of a complex array of physical elements and the relationship between them. The community’s visual image is not static; it changes over time and from location to location within the community. 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.

The majority of Cerritos is already developed (over 99 percent) and 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. However, 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.

## LANDMARKS

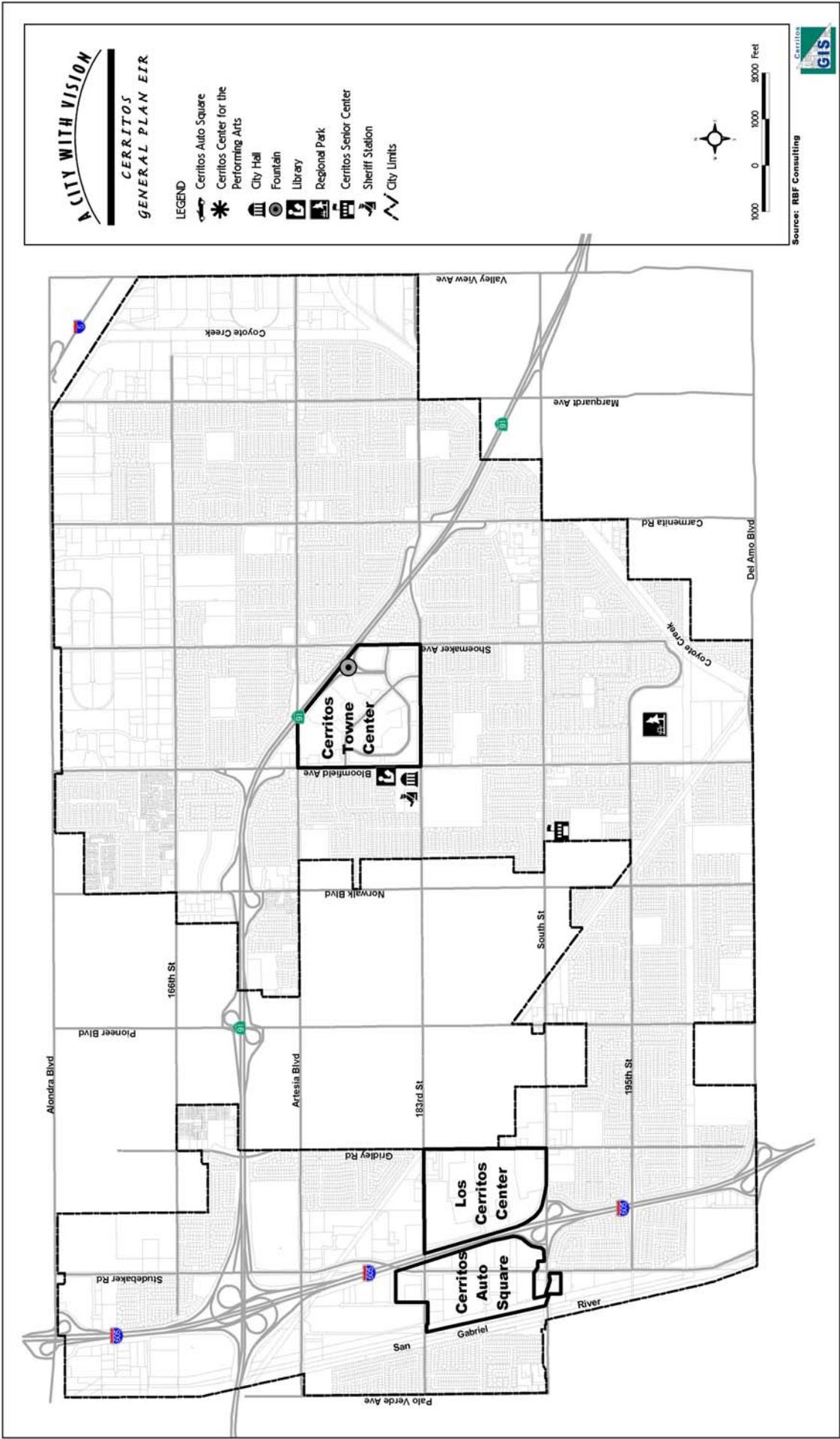
A landmark is a physical element that provides a point of reference or serves as a community identity marker. A landmark can be a structure, space, or a natural feature that helps identify a particular area in the City. Cerritos contains a significant number of objects and places that provide visual and functional points of reference (refer to [Exhibit 4.3-1, \*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); and
- ❑ Cerritos Senior Center at Pat Nixon Park.

## GATEWAYS

Gateways are significant points of entry into a community. They provide a clear sense of a community’s boundaries while exhibiting a sense of the community’s character. Because they often provide the first impression of a community, gateways represent an important opportunity to convey a positive and lasting image.

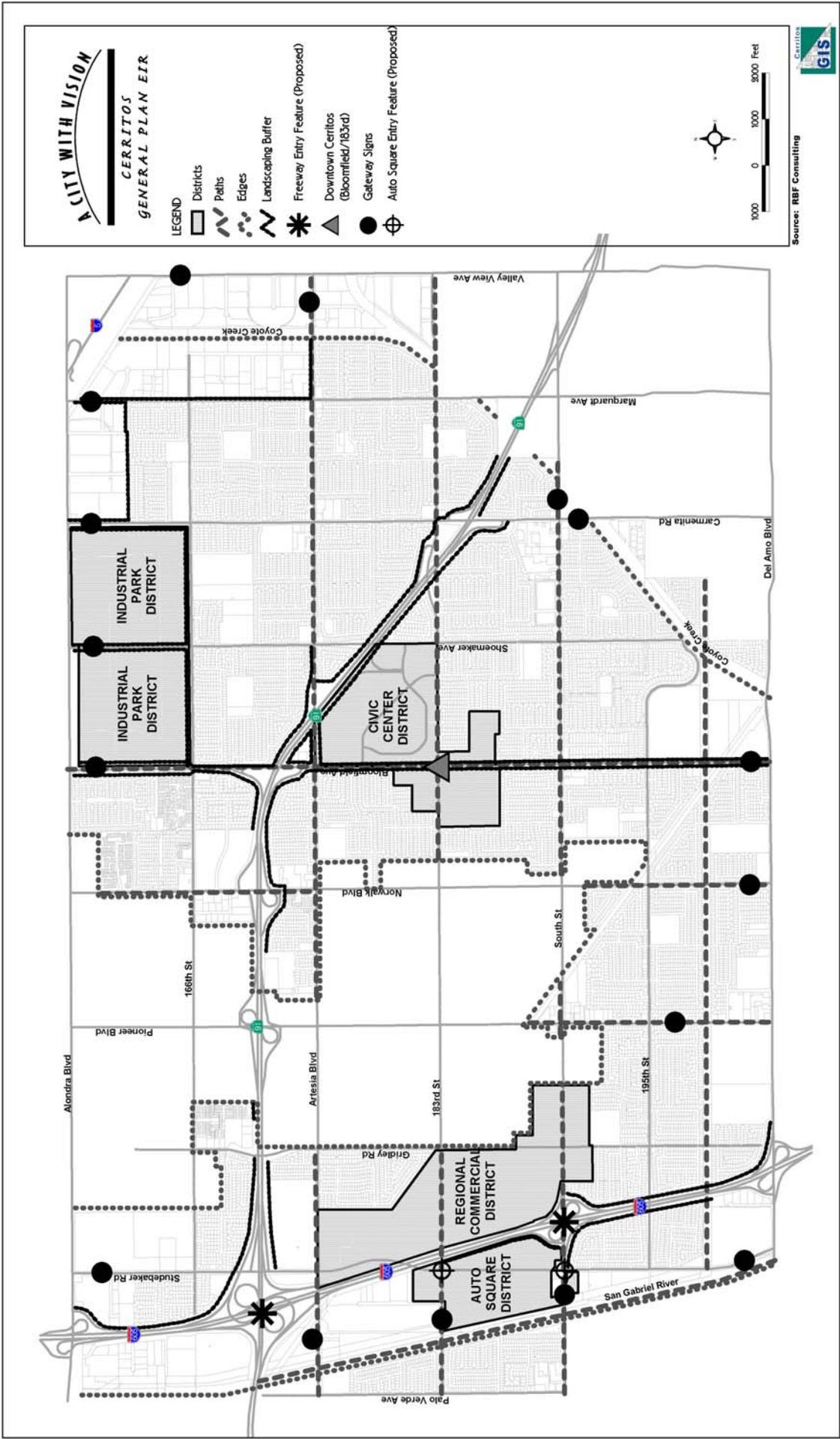
There are currently 16 entry monument signs at gateways throughout the City (refer to [Exhibit 4.3-2, \*Districts, Paths, Edges and Gateways\*](#)). Other community entry identifiers include street signs with the City name and seal included on the face.



**Landmarks**

Exhibit 4.3-1

JN: 10100483  
 May 24, 2004



Districts, Paths, Edges, and Gateways

Exhibit 4.3-2

JN: 10100483  
 May 24, 2004



## **PUBLIC SPACES**

Public places are areas that unite a community and provide a sense of connection with the city. They are essential to the social cohesion of a community in providing 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 areas give the residents a sense of ownership and create a shared sense of 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; and
- ❑ 1 Regional Park.

## **PUBLIC ART**

Public art can play an integral part adding beauty and distinction to a community. Public art helps to express the City's cultural and social heritage while contributing to the aesthetic environment of a community and adding a unique human dimension to the outdoor environment. Recognizing the importance of public art, Cerritos requires developers who have projects valued at more than \$350,000 to devote one-half of one percent of the building permit valuation to the City's Art in Public Places Program.

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 Place 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 4.3-3, \*Public Art\*](#).

## **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 or 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 (refer to [Exhibit 4.3-2, \*Districts, Paths, Edges and Gateways\*](#)).

### 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
- 166<sup>th</sup> Street
- 183<sup>rd</sup> Street
- 195<sup>th</sup> Street
- Industrial

### Multi-Use Trails

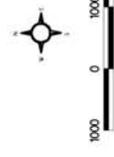
- Southern California Edison Right-of-Way
- San Gabriel River Channel Trail
- Coyote Creek Channel Trail

## **DISTRICTS**

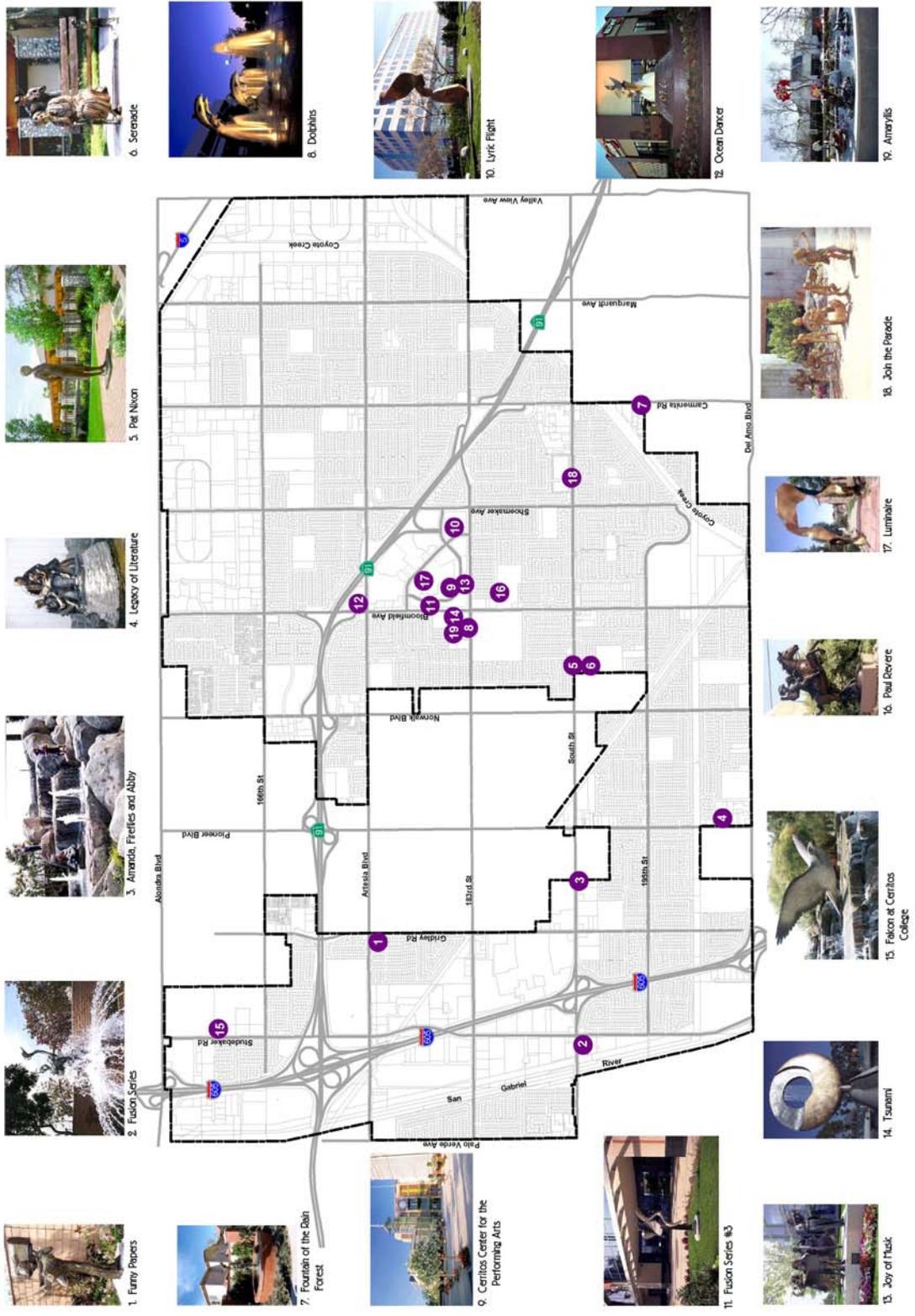
A “district” is defined as a part of a larger urban area that has common distinguishing characteristics and function. It is identifiable as a place distinct from other areas of the community due to building architecture, neighborhood design, streetscape, land use, etc. Distinguishing features may include building type, use, activity, inhabitants and/or topography. The City’s principal districts are described in the following paragraphs (refer to [Exhibit 4.3-2, \*Districts, Paths, Edges and Gateways\*](#)).

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**GENERAL PLAN EIR**

- LEGEND**
- Public Art Locations
  - City Limits



Source: RBF Consulting



**Public Art**

Exhibit 4.3-3

JN: 10100483  
 May 24, 2004



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### **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 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 center 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, 183<sup>rd</sup> 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 includes land north of the existing Auto Square, between 183<sup>rd</sup> Street and Artesia Boulevard in anticipation of the 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, 183<sup>rd</sup> 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 166<sup>th</sup> 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.

## **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 area (refer to Exhibit 4.3-2, *Districts, Paths, Edges and Gateways*):

- ❑ Coyote Creek Channel

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

## **STREETSCAPE**

The City's streetscape 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.

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 errands, children walking to school, recreational walkers and joggers and residents driving to work. People are touched daily by the quality that the streetscape presents.

The City is responsible for providing, maintaining and designing the quality of the street environment which is an integral part of 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. The following provides a description of the various elements that make up the public street environment.

## **STREET TREES**

The National Arbor Day Foundation has named the City of Cerritos a "Tree City USA". The City recognized how important trees are in humanizing the hard edge of the urban street environment. Trees enhance the public environment by creating comfortable outdoor spaces, serene settings and pleasant fragrances. They provide a habitat for wildlife, shade for pedestrians and motorists, contribute to fresh air and reduce reflected heat from buildings and pavement.

In order to provide for an aesthetically pleasing and serene environment for residents and visitors, the City has established the street tree program. Trees are selected by the City from a list of approved varieties rather than private property owners in order to ensure continuity in the streetscape and that the trees selected are appropriate to the surrounding area and climate.

## **MEDIANS**

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 also increase safety by separating oncoming cars.

## **PEDESTRIAN PATHWAYS**

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

## **STREET FURNITURE**

Street furniture consists of the hardware items typically found along sidewalks for the convenience of the pedestrian and transit user. Such items include benches, trash receptacles, drinking fountains, bus shelters, shade structures, newspaper racks, information kiosks and similar items. Currently, the City maintains a coordinated palette of street furniture at Cerritos Towne Center and Cerritos Auto Square.

While not currently provided by the City, newspaper racks are usually placed within the public right-of-way and become a part of the street environment. The City should standardize the design of newspaper racks located within the public right-of-way.

## **UTILITIES**

Other forms of street hardware include utility cabinets, transformers, cable television boxes, standpipes, utility poles and overhead lines. However, utility hardware often creates clutter, interferes with pedestrian movement and has a negative visual impact on the street environment. Efforts should be made to locate such items underground and/or visually screened from passersby.

## **PRIVATE RESIDENTIAL WALKS**

Private perimeter walls affect the aesthetic view along public right-of-ways and thoroughfares. The amount of care and maintenance the walls receive and the compatibility of adjacent walls can add either negatively or positively to the street environment. As such, wall extensions should be regulated in accordance with the provisions of the Municipal Code.

## PRIVATE DEVELOPMENT

Cerritos' zoning regulations and standards coupled with the development review process has 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.

## SIGNS

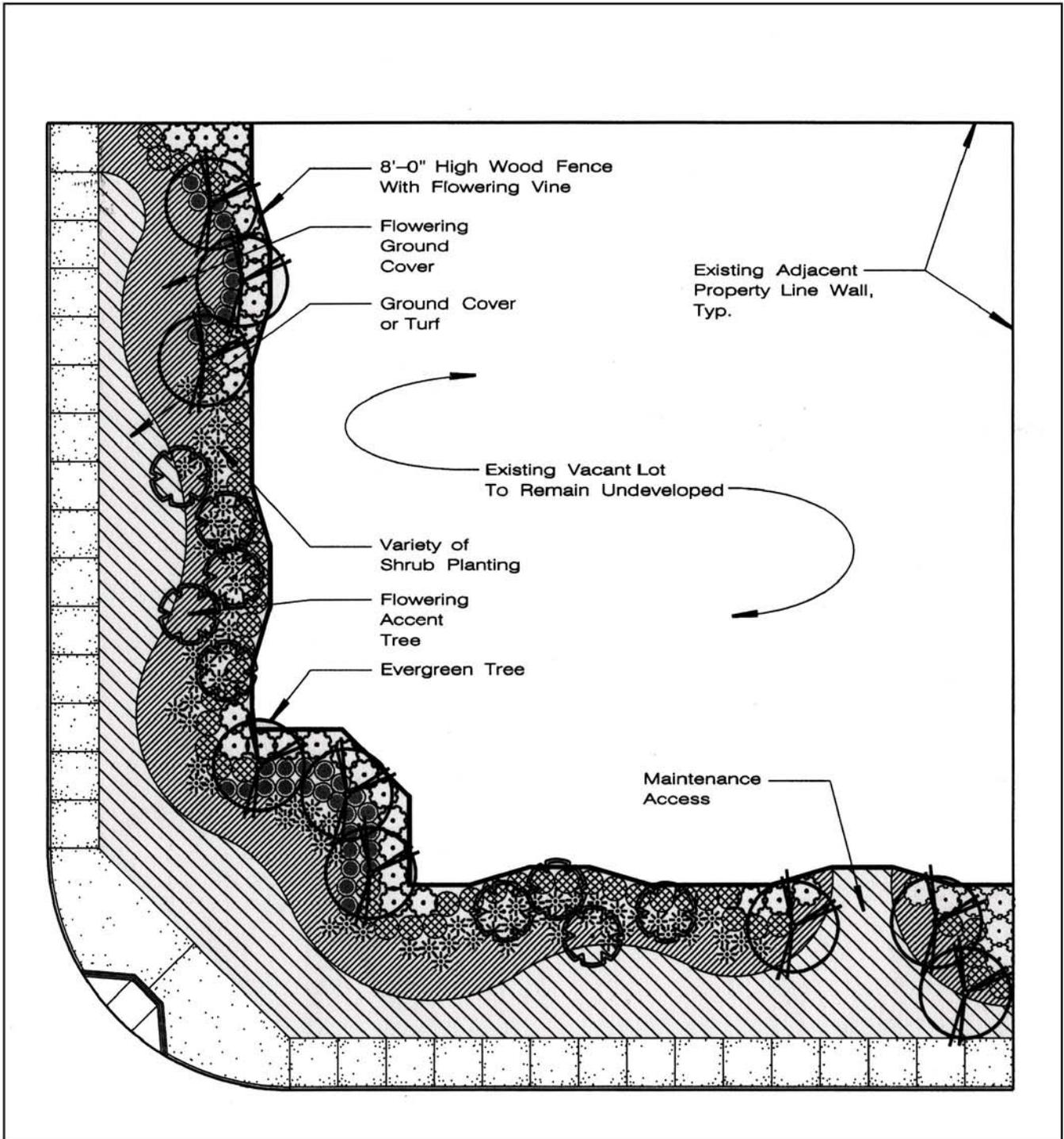
Commercial signage is a highly visible part of the City's environment. Because signs are intended to communicate visually, they have the potential to conflict with the goal of achieving visual and aesthetic quality in the environment. Therefore, Cerritos has adopted effective sign regulations to ensure 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.

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.

## 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, such as 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 (refer to Exhibit 4.3-4, *Conceptual Site Plan for Vacant Parcels*).



NOT TO SCALE

# Conceptual Site Plan for Former Service Station Locations

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## 4.3.2 STANDARDS OF SIGNIFICANCE

### SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Aesthetic impacts resulting from the implementation of the proposed General Plan Update may be considered significant if they cause any of the following results:

- ❑ Have a substantial adverse effect on a scenic vista (refer to Section 7.0, *Effects Found Not To Be Significant*);
- ❑ Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (refer to Section 7.0, *Effects Found Not To Be Significant*);
- ❑ Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- ❑ Create new sources of substantial light or glare which would adversely affect day or nighttime views in the area.

Based on these standards, the effects of the proposed Project have been categorized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impact. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

## 4.3.3 IMPACTS AND MITIGATION MEASURES

### COMMUNITY DESIGN ELEMENT

The proposed General Plan Update includes an optional element on community design. 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.

The 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.

Most of the topics presented in the Environmental Setting section were developed as part of the Community Design Element and articulate the City's conditions and commitment to community image, streetscape, private development, signs and other design issues.

## VISUAL QUALITY

- NEW PROJECTS CONSTRUCTED UNDER THE PROPOSED GENERAL PLAN UPDATE COULD RESULT IN DEVELOPMENT THAT IS OUT OF SCALE OR CHARACTER WITH THE SURROUNDING URBAN ENVIRONMENT.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** Future development under the proposed General Plan Update has the potential to degrade the existing high quality development that the City of Cerritos has maintained so far. Recognizing the importance of a city's image through the development of public spaces and the building design and site planning of private development, the City of Cerritos has included the Community Design Element. The Community Design Element would ensure that future development would enhance the community image, streetscape and private development by ensuring that all new development would be compatible and consistent with the surrounding uses. Additionally, in order to ensure that future development projects would continue to be of high quality, both in design and function, projects would undergo environmental and design review on a project-by-project basis. It should also be noted that the proposed General Plan Update does not propose any land use plan changes; and thus, the land use pattern would remain as it exists today.

Implementation of the Community Design Element of the proposed General Plan Update would maintain and enhance the quality of the visual environment and character of Cerritos. The goals proposed in the Community Design Element would be designed to preserve, promote and protect the existing aesthetically enhanced physical development that characterizes the City by preserving the positive qualities of Cerritos and strengthening and maintaining Cerritos' image as a unique place as a livable community. Additional goals in the Land Use, Circulation, Housing, Conservation, and Open Space/Recreation Elements (Goals LU-1, LU-6, LU-9, LU-10, LU-16, CIR-9, HOU-3, CON-6 and OSR-1) provide supplemental support to maintain and enhance the aesthetic quality of the City. The aforementioned goals range from preserving existing

housing to enhancing freeway corridors to removing incompatible uses to landscaping street medians to distinguishing Cerritos as a livable community. The policies listed below, along with project-specific environmental and design review by the City, would reduce visual quality impacts to a less than significant level.

**Policies in the Proposed General Plan Update:** The Land Use, Community Design, Circulation, Housing, Conservation, Open Space/Recreation and Growth Management Elements contain the following 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-6.1      Encourage compatible land uses to locate in appropriate areas of the City.
  
- 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-10.1     Encourage "area development plans" which incorporate a more comprehensive and creative approach to residential design.
  
- 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-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.
- 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.
- 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.

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- 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.
  
- 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 temporary 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.
- 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.

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- 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-3.6      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.
  
- 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 or industrial 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 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.
- 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.
- CIR-9.1 Provide attractive streetscapes in a cost-effective, low-maintenance manner.
- CIR-9.2 Develop and implement a consistent street and landmark signing program throughout the City.
- CIR-9.3 Maintain and replace street trees as needed to achieve their aesthetic purpose and avoid damage to streets and sidewalks.
- 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.
  
- HOU-3.1      Encourage the maintenance and repair of existing housing.
  
- HOU-3.2      Support neighborhood associations in the pursuit of City Wide Pride.
  
- CON-6.1      Enforce the City's Tree Preservation Ordinance in order to preserve the City's existing urban forest.
  
- 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.
  
- OSR-1.1      Promote the development of aesthetically pleasing landscaped corridors that promote a sense of the natural environment.
  
- 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.
  
- GM-7.2      Ensure that private development contributes financially to the quality of civic, educational and cultural environment.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## LIGHT AND GLARE

- LIGHT AND GLARE FROM NEW DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY ADVERSELY AFFECT SENSITIVE RECEPTORS SUCH AS RESIDENTIAL USES.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** During evening hours, street lights, security lighting, recreational lighting and lighting from multi-story structures, if not adequately focused or screened, may cause spill-over lighting and glare that may present a nuisance to residential uses. This is especially significant due to the fact that a majority of the City is residential (47.9 percent) and that a significant amount of residential development is adjacent to either commercial or industrial uses throughout the City. For example, residential developments are adjacent to light industrial facilities along 166<sup>th</sup> Street and Marquardt Avenue. Additionally, residential development surrounds the Cerritos Towne Center, which is a major commercial center that includes commercial uses and office uses. During daylight hours, glare from materials used in new buildings may also present a nuisance or potential safety hazard by distracting motorists.

However, the City of Cerritos is primarily built out (99.4 percent), therefore, the majority of light and glare sources are currently in place. New development would incrementally contribute to the existing built environment. Future development projects would be subject to environmental and design review on a site-specific basis to ensure that glare impacts would not substantially impact adjacent uses. The City recognizes the impacts associated with light and glare and establishes goals in the Community Design and Land Use Elements that provide development guidelines to protect adjacent properties from obtrusive light and glare. Both Goal CD-3 and LU-4 strive for compatible and well-designed developments adjacent to one another, so that sensitive receptors are not subject to obtrusive light and glare impacts. Therefore, the policies proposed in the proposed General Plan Update, along with project-specific environmental and design review by the City, would reduce lighting and glare impacts to a less than significant level.

**Policies in the Proposed General Plan Update:** The Land Use and Community Design Elements contain the following 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-6.1      Encourage compatible land uses to locate in appropriate areas of the City.
  
- 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-9.3      Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a residential neighborhood.

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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

#### 4.3.4      UNAVOIDABLE SIGNIFICANT IMPACTS

All aesthetic impacts associated with implementation of the proposed General Plan Update would be less than significant by adherence to and/or compliance with policies in the proposed General Plan Update and with project-specific environmental and design review by the City. No unavoidable significant aesthetic impacts would occur as a result of buildout of the proposed General Plan Update.

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## 4.4 TRAFFIC/CIRCULATION

The Cerritos Circulation Element is the primary resource for circulation decisions. Cerritos' circulation system includes a hierarchy of local streets and major regional highways and, therefore, must coordinate with other transportation agencies such as the Los Angeles County Metropolitan Transportation Authority (LACMTA) and Caltrans. Regional coordination is essential to the successful implementation of the Circulation Plan. Thus, regional traffic issues would require close coordination with adjoining cities and other agencies, particularly the City of Artesia, the County of Los Angeles and other communities within the area. This section is based upon the 2001 General Plan Traffic Analysis prepared by Kimley-Horn and Associates, Inc., October 2002, and included as Appendix B in the Technical Appendices volume. In addition, this section is based upon the County's Congestion Management Program (CMP), the Southern California Association of Governments (SCAG) 1989 Air Quality Management Plan and the Regional Mobility Plan.

### 4.4.1 ENVIRONMENTAL SETTING

#### RELATED PLANS AND PROGRAMS

Transportation issues extend beyond the Cerritos city limits. As a result, regional agencies have developed programs to forecast and manage countywide and region-wide traffic. The City must consider other transportation system planning efforts as it prepares for buildout of the proposed General Plan Update.

Most transportation-related plans and programs are established with the goal of maintaining acceptable operating Level of Service (LOS) on the City's transportation system. LOS designations are qualitative descriptions of roadway and intersection operations, which range from "A" to "F". Level of Service designations are analogous to letter grades received in school, where "A" is the best and "F" is the worst. Operating conditions at intersections and on street segments are evaluated using standard analysis methodologies which result in number values, which then correspond to Level of Service letter designations. A more detailed description of Level of Service standards is provided in Technical Appendix B.

#### 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 arterial monitoring stations listed in the CMP, there are not arterial stations in the City.

The City of Cerritos would 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 Riverside Freeway (SR-91) and the San Gabriel River Freeway (I-605) are the only routes in Cerritos designated in the LA County CMP. Since no CMP arterials are designated in Cerritos, there are no intersections in Cerritos designated as CMP monitoring intersections. 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 five-year capital improvement programs; 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 which establishes local air quality goals. A focus on Transportation Demand Management (TDM) throughout the 1980s and early 1990s 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.

## SETTING AND EXISTING CIRCULATION SYSTEM

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.

### 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 that extend through and beyond 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), 166<sup>th</sup> Street, Artesia Boulevard, 183<sup>rd</sup> Street, South Street, 195<sup>th</sup> 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 183<sup>rd</sup> Street. South Street 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.

### 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 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.

## **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: it provides access to adjacent land uses, and 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' General Plan 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 are currently identified in the Circulation Element of the City's General Plan.

- 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, and functionally provide access for several local roadways to an arterial roadway. 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 4.4-1, *1988 General Plan Functional Roadway Classifications*, and Exhibit 4.4-1, *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.

**Table 4.4-1  
City of Cerritos Existing Functional Classification of Roadways**

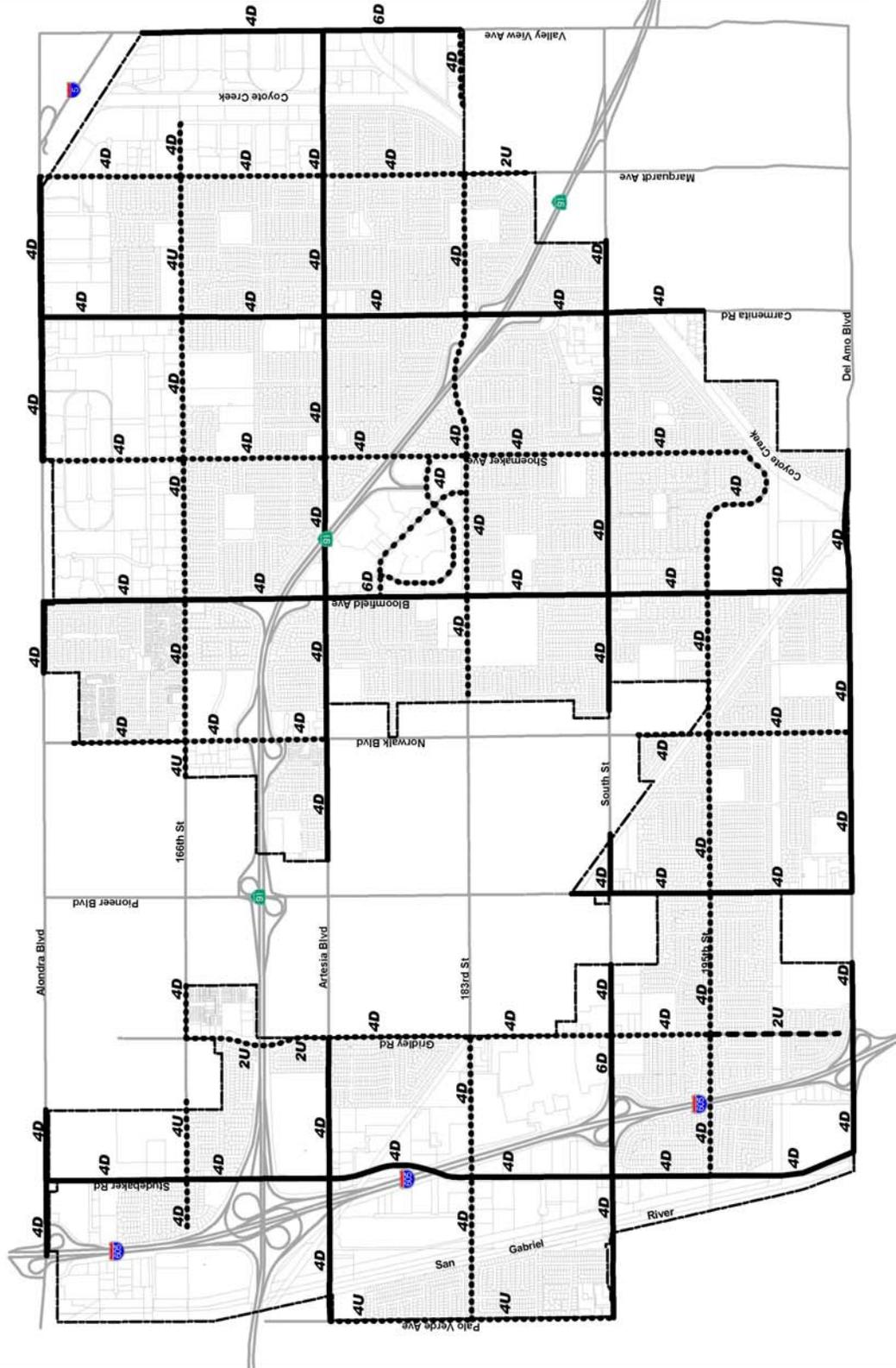
Arterial	Functional Classification	Existing Roadway Lanes
Alondra Boulevard	Major	4 divided
166 <sup>th</sup> Street	Secondary	4 divided
Artesia Boulevard	Major	4 divided
183 <sup>rd</sup> Street	Secondary	4 divided
South Street	Major	4 to 6 divided
195 <sup>th</sup> Street	Secondary	4 divided
Del Amo 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 divided

**A CITY WITH VISION**  
**CERRITOS**  
**GENERAL PLAN EIR**

**LEGEND**

- Major Arterial
- Secondary Arterial
- Collector
- Cerritos Limits

NOT TO SCALE



Source: Kimley-Horn and Associates, Inc.

**Functional Roadway Classifications (1988 General Plan)**

Exhibit 4.4-1

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 May 24, 2004



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## EXISTING OPERATING 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 4.4-2, Daily Roadway Capacity by Roadway Type, is a summary of theoretical daily traffic-carrying capacity for each of the roadway types.

**Table 4.4-2  
Daily Roadway Capacity by Roadway Type**

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

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.

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 4.4-3, Level of Service Descriptions.

As shown on Table 4.4-3, 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.

**Table 4.4-3  
Level of Service Descriptions**

<b>Level of Service</b>	<b>Description of Operation</b>	<b>Range of V/C Ratios</b>
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 is 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

## 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 been typically 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 4.4-2, Existing Daily Roadway Segment 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 4.4-4, Level of Service on Roadway Segments, Existing Conditions (2001).

The data in Table 4.4-4 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.

## PEAK HOUR TRAFFIC CONDITIONS

### LEVEL OF SERVICE DEFINITION FOR INTERSECTIONS

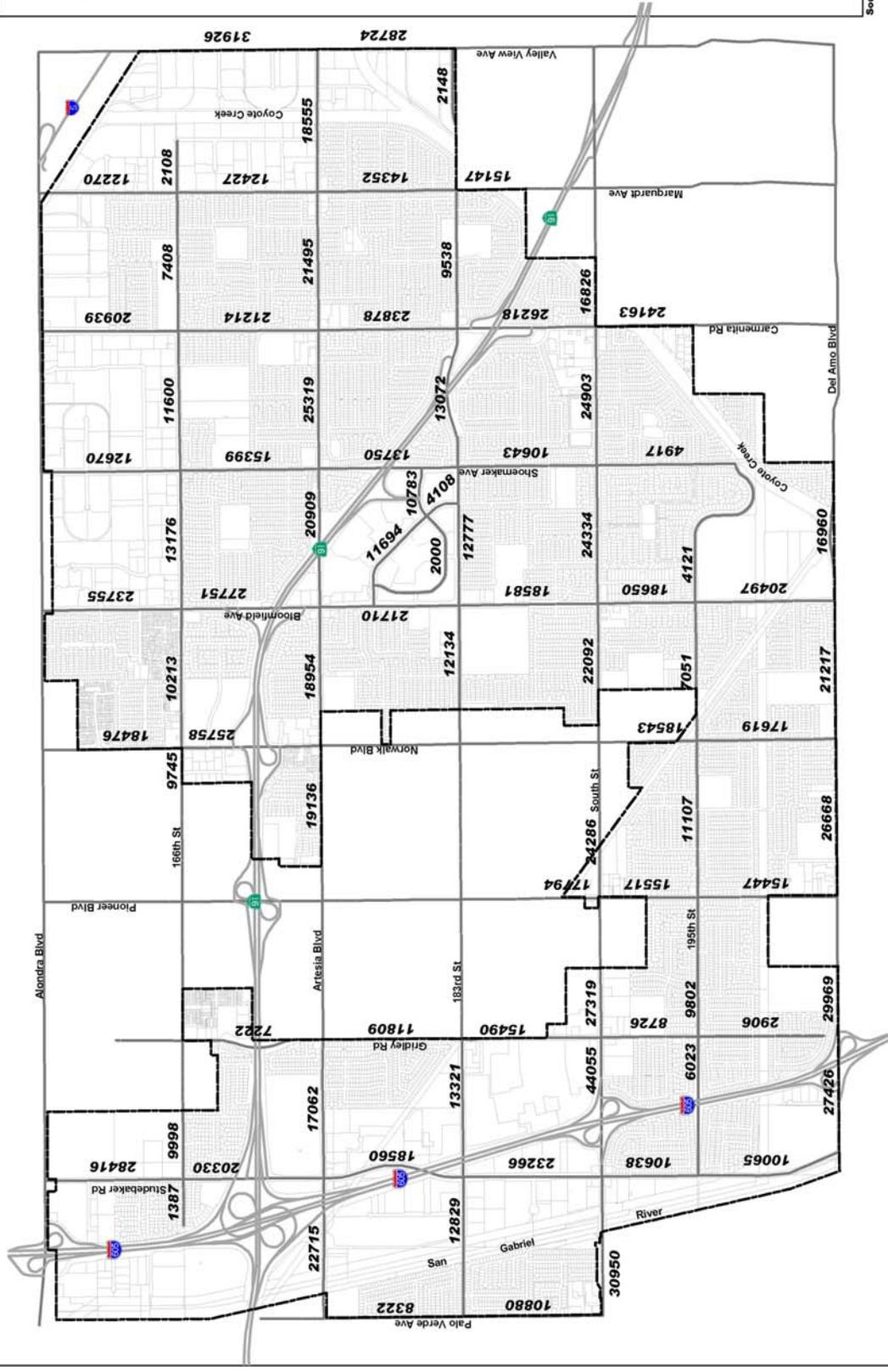
Intersections are analyzed using the Intersection Capacity Utilization (ICU) methodology as specified by the Los Angeles CMP. The ICU methodology uses peak hourly traffic volumes and lane capacities to calculate a volume-to-capacity ratio (V/C ratio) for each turning movement on each approach. Critical 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 4.4-5, Intersection Level of Service and Corresponding ICU Values.

LEGEND  
 X,XXX - Daily Traffic Volume  
 (Number of Vehicles)



NOT TO SCALE

Source: Kimley-Horn and Associates, Inc.



Existing Daily Roadway Segment Traffic Volumes

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**Table 4.4-4  
Existing Daily Roadway Segment Volumes**

Location	Classification <sup>(a)</sup>	LOS "E" Capacity	Daily Traffic	V/C <sup>(b)</sup>	LOS <sup>(c)</sup>
<b>ARTESIA BOULEVARD</b>					
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
<b>BLOOMFIELD AVENUE</b>					
North of 166 <sup>th</sup>	Major 4D	40,400	23,755	0.59	A
166th 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 Town Center Drive	Major 6D	53,000	25,027	0.47	A
Towne Center Drive to 183 <sup>rd</sup>	Major 4D	40,400	22,174	0.55	A
183rd to South Street	Major 4D	40,400	18,581	0.46	A
South Street to 195 <sup>th</sup>	Major 4D	40,400	18,650	0.46	A
195th to Del Amo	Major 4D	40,400	20,497	0.51	A
<b>CARMENITA ROAD</b>					
North of 166 <sup>th</sup>	Major 4D	40,400	20,939	0.52	A
166th to Artesia	Major 4D	40,400	21,214	0.53	A
Artesia to 183 <sup>rd</sup>	Major 4D	40,400	23,878	0.59	A
183rd to 91 Freeway	Major 4D	40,400	26,218	0.65	B
South of South St.	Major 4D	40,400	24,163	0.60	A
<b>DEL AMO BOULEVARD</b>					
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
<b>GRIDLEY ROAD</b>					
North of Artesia	Secondary 4D	36,000	7,222	0.20	A
Artesia to 183 <sup>rd</sup>	Secondary 4D	36,000	11,809	0.33	A
183rd to South Street	Secondary 4D	36,000	15,490	0.43	A
South Street to 195 <sup>th</sup>	Secondary 4D	36,000	8,726	0.24	A
195 <sup>th</sup> to Del Amo	Secondary 4D	36,000	2,906	0.08	A

**Table 4.4-4 - Continued  
Existing Daily Roadway Segment Volumes**

Location	Classification <sup>(a)</sup>	LOS "E" Capacity	Daily Traffic	V/C <sup>(b)</sup>	LOS <sup>(c)</sup>
<b>MARQUARDT AVENUE</b>					
North of 166 <sup>th</sup>	Secondary 4D	36,000	12,270	0.34	A
166th to Artesia	Secondary 4D	36,000	12,427	0.35	A
Artesia to 183 <sup>rd</sup>	Secondary 4D	36,000	14,352	0.40	A
South of 183 <sup>rd</sup>	Secondary 4D	36,000	15,147	0.42	A
<b>NORWALK BOULEVARD</b>					
North of 166 <sup>th</sup>	Secondary 4D	36,000	18,476	0.51	A
166th 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 <sup>th</sup>	Secondary 4D	36,000	18,543	0.52	A
South of 195th	Secondary 4D	36,000	17,619	0.49	A
<b>PALO VERDE AVENUE</b>					
Artesia to 183 <sup>rd</sup>	Secondary 4U	31,000	8,322	0.27	A
North of South St.	Secondary 4U	31,000	10,880	0.35	A
<b>PARK PLAZA DRIVE</b>					
West of Towne Ctr. Dr	Secondary 4U	31,000	2,000	0.06	A
West of Shoemaker	Secondary 4U	31,000	10,783	0.35	A
<b>PIONEER BOULEVARD</b>					
North of South Street	Major 4D	40,400	17,794	0.44	A
South Street to 195 <sup>th</sup>	Major 4D	40,400	15,517	0.38	A
South of 195th	Major 4D	40,400	15,447	0.38	A
<b>SHOEMAKER AVENUE</b>					
North of 166 <sup>th</sup>	Secondary 4D	36,000	12,670	0.35	A
166th 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 <sup>rd</sup>	Secondary 4D	36,000	10,026	0.28	A
183rd 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
<b>SOUTH STREET</b>					
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 Grindley	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

**Table 4.4-4 - Continued  
Existing Daily Roadway Segment Volumes**

Location	Classification <sup>(a)</sup>	LOS "E" Capacity	Daily Traffic	V/C <sup>(b)</sup>	LOS <sup>(c)</sup>
<b>STUDEBAKER ROAD</b>					
Alondra to 166 <sup>th</sup>	Major 4D	40,400	28,416	0.70	B
166th 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 <sup>rd</sup>	Major 4D	40,400	18,560	0.46	A
183rd to South Street	Major 4D	40,400	23,266	0.58	A
South Street to 195 <sup>th</sup>	Major 4D	40,400	10,638	0.26	A
South of 195th	Major 4D	40,400	10,065	0.25	A
<b>TOWNE CENTER DRIVE</b>					
Bloomfield to Park Plaza E	Secondary 4U	31,000	11,694	0.38	A
Park Plaza E to 183 <sup>rd</sup>	Secondary 4U	31,000	4,108	0.13	A
<b>VALLEY VIEW AVENUE</b>					
North of Artesia	Major 4D	40,400	31,392	0.78	C
Artesia to 183 <sup>rd</sup>	Major 6D	53,000	28,724	0.54	A
<b>166<sup>TH</sup> STREET</b>					
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
<b>183<sup>RD</sup> STREET</b>					
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

**Table 4.4-4 - Continued  
Existing Daily Roadway Segment Volumes**

Location	Classification <sup>(a)</sup>	LOS "E" Capacity	Daily Traffic	V/C <sup>(b)</sup>	LOS <sup>(c)</sup>
<b>195<sup>th</sup> STREET</b>					
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
(a) "Major" or "Secondary" designations are per the City's General Plan. Number of Lanes are for total of both directions as they exist today. "D" means "Divided," or that there is a center divider; U means "Undivided," or no center divider. (b) <sup>(b)</sup> Volume-to-Capacity ratio. (c) <sup>(c)</sup> Level of Service per V/C ranges in Table 4.4-3.					

**Table 4.4-5  
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 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 4.4-6, Intersection Analysis – Existing 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 these intersections is summarized on Table 4.4-6.

Review of Table 4.4-6 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 LOS E:

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

**Table 4.4-6  
Intersection Analysis – Existing Conditions**

Intersection		Existing Conditions <sup>1</sup>			
		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 <sup>rd</sup> Street at Studebaker Road	0.52	A	0.66	B
4	Del Amo Boulevard at Pioneer Boulevard	0.82	D	0.74	C
5	Gridley Road at South Street	0.69	B	0.72	C
6	183 <sup>rd</sup> Street at Bloomfield Avenue	0.83	D	0.66	B
7	Bloomfield Avenue at SR-91 EB off-ramp	0.73	C	0.68	B
8	Bloomfield Avenue at SR-91 WB on-ramp	0.63	B	0.54	A
9	South Street at Carmenita Road	0.65	B	0.94	<b>E</b>
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 <sup>rd</sup> Street at Shoemaker Avenue	0.62	B	0.41	A

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

**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 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. Exhibit 4.4-3, Public Transit Services, illustrates the bus routes currently operated by the City and the other transit operators.

## **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 trail 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.

## **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 4.4-4, *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 Motor Vehicle Code of the State of California.

### **4.4.2 STANDARDS OF SIGNIFICANCE**

#### **SIGNIFICANCE CRITERIA**

In accordance with CEQA, the effects of a proposed project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and other mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Transportation/Circulation impacts resulting from the implementation of the proposed General Plan Update could be considered significant if they cause the following results:

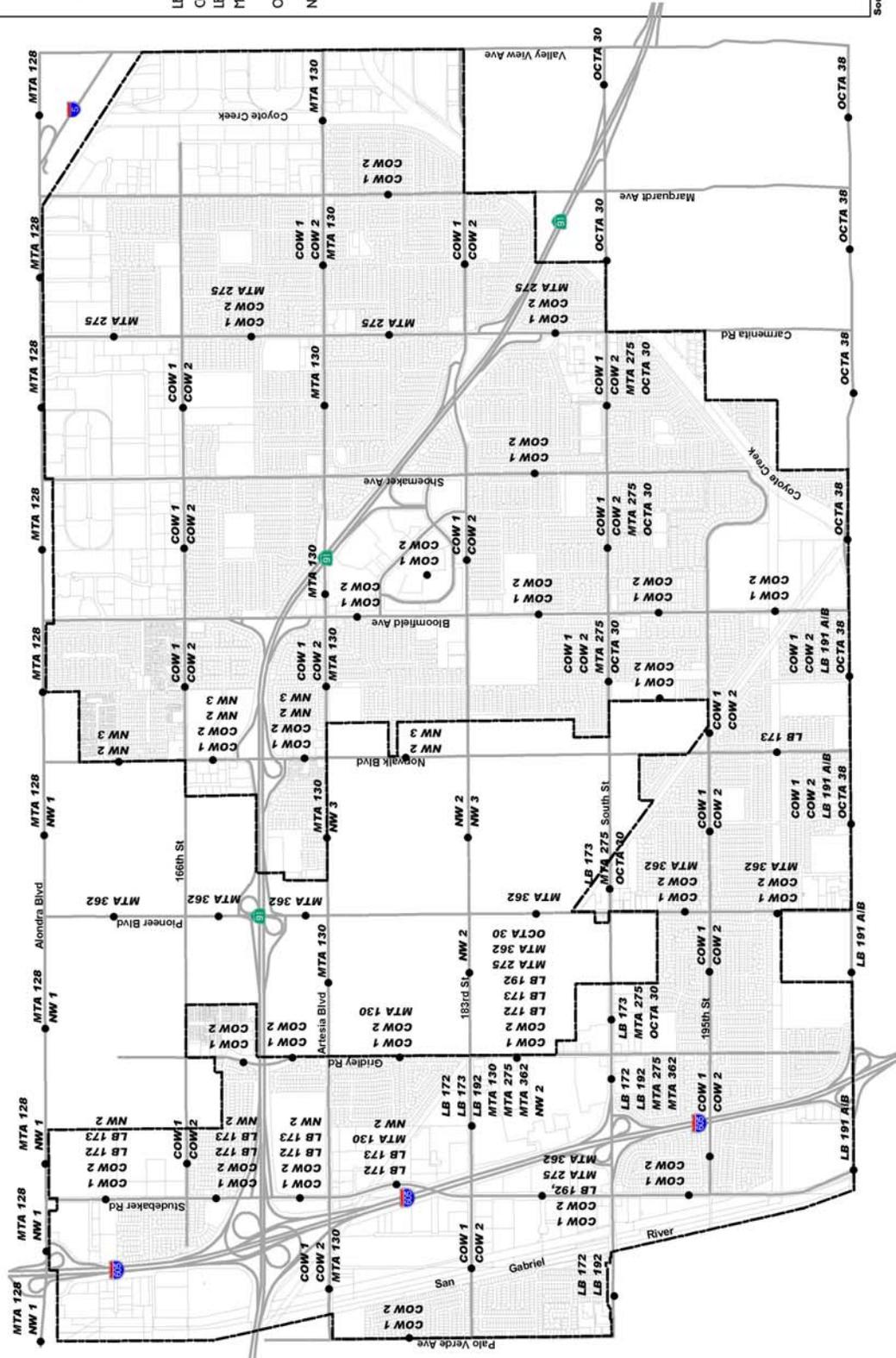
**A CITY WITH VISION**  
**CERRITOS**  
**GENERAL PLAN EIR**

**LEGEND**  
 COW XX = Cerritos on Wheels Route  
 LB XX = Long Beach Transit Route  
 MTA XX = Los Angeles County Metropolitan Transportation Authority Route  
 OCTA XX = Orange County Transit Authority Route  
 NW XX = Norwalk Transit Route



NOT TO SCALE

Source: Kimley-Horn and Associates, Inc.



**Public Transit Services**

Exhibit 4.4-3

JN: 10100483  
 May 24, 2004

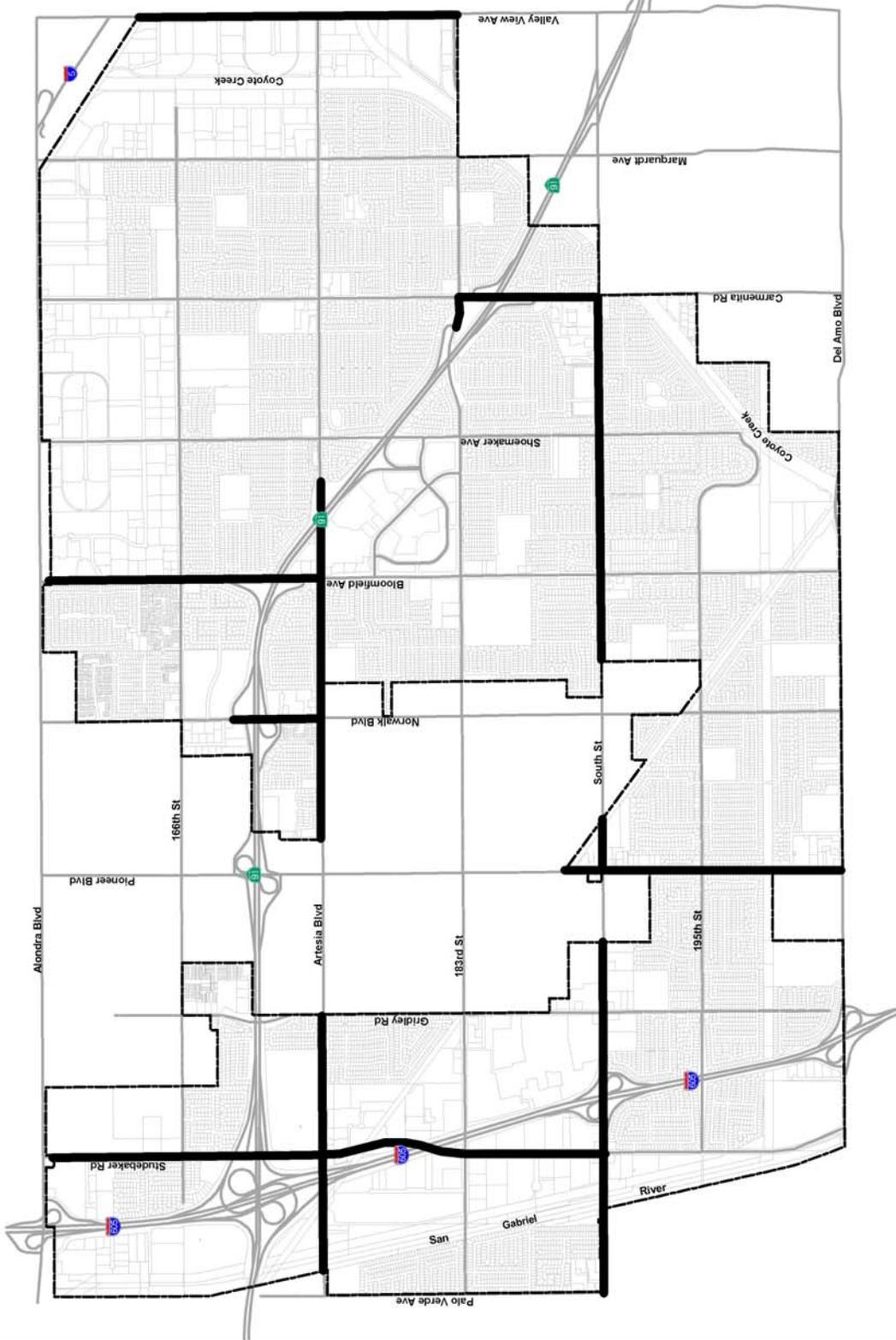


**A CITY WITH VISION**  
**CERRITOS**  
**GENERAL PLAN EIR**

**LEGEND**

- Designated Truck Routes
- Cerritos Limits

NOT TO SCALE



Source: Kimley-Horn and Associates, Inc.

**Truck Routes**

Exhibit 4.4-4

JN: 10100483  
 May 24, 2004



- ❑ Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of street system (i.e., result in a substantial increase in either the number of vehicle trips, to the volume to capacity ratio on roads, or congestion at intersections);
- ❑ Exceed, either individually or cumulatively, a level of service standard established by the county congestion/management agency for designated roads or highways;
- ❑ Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (refer to Section 7.0, *Effects Found Not To Be Significant*);
- ❑ Substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Section 7.0, *Effects Found Not To Be Significant*);
- ❑ Result in inadequate emergency access (refer to Section 7.0, *Effects Found Not To Be Significant*);
- ❑ Result in inadequate parking capacity (refer to Section 7.0, *Effects Found Not To Be Significant*); and/or
- ❑ Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Based on these standards, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

### 4.4.3 IMPACTS AND MITIGATION MEASURES

#### 2020 TRAFFIC VOLUMES/ROADWAY CAPACITIES

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE WOULD RESULT IN AN INCREASE IN TRAFFIC VOLUMES FOR THE PLANNING HORIZON YEAR OF 2020, WHICH WOULD IMPACT THE CAPACITIES OF ROADWAYS WITHIN THE CITY OF CERRITOS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** 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 remaining combined potential development on these parcels of interest in Cerritos is estimated to consist of approximately 2.4 million square feet of development on underutilized or vacant parcels (refer to Section 4.1, *Land Use*).

New development within the City of Cerritos along with regional traffic growth would result in an increase in traffic volumes within the City. To evaluate the ability of the Circulation Element to accommodate buildout of the Land Use Plan, the City was first divided into thirty-nine (39) land use areas (refer to [Exhibit 4.4-5, \*Transportation Analysis Zones\*](#)). For traffic analysis purposes, these areas are referred to as Traffic Analysis Zones (TAZ).

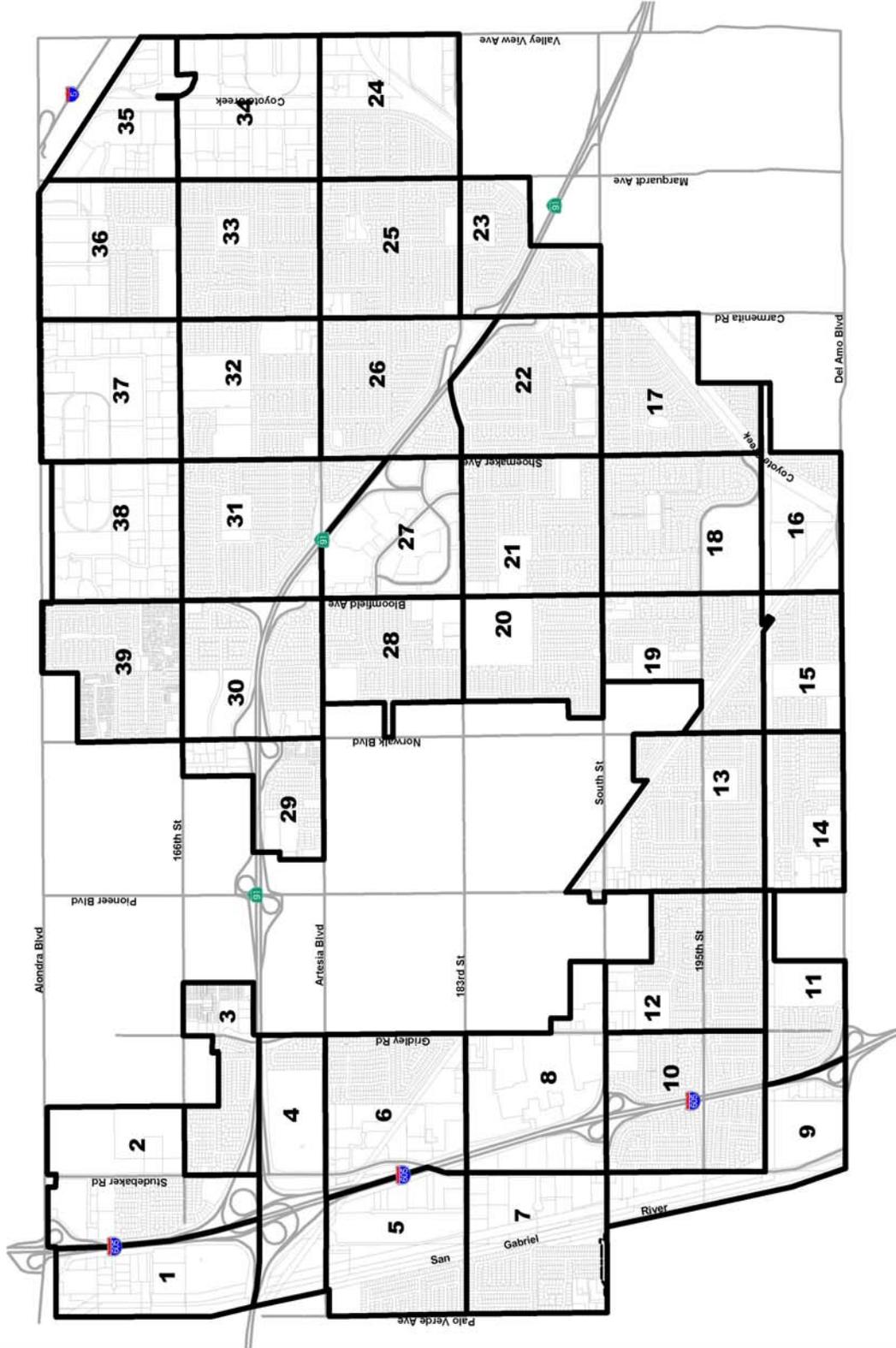
Within each TAZ, vacant and underutilized parcels were identified, and the type and quantity of potential land uses allowed by buildout of the Land Use plan was quantified. Trip generation estimates of the amount of traffic that would be generated by this potential development were developed, using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (6th Edition). A summary of the potential development at buildout by TAZ, and the associated trip generation for that development is provided on [Table 4.4-7, \*Trip Generation by Land Use\*](#). Reductions for “passby” traffic were applied to the retail trip generations. “Passby” traffic is a documented occurrence that accounts for vehicles that are already on the road system and simply make a mid-trip stop at a retail use (i.e., on the way home from work, a person stops at the grocery store or at a drive-through restaurant).

Net traffic generation was then distributed from each TAZ to other TAZ’s in the City, and to areas outside the City of Cerritos. Trip distribution assumptions were based on the locations of trip producers (residential areas) and trip attractors (employment, shopping, school, entertainment, and other uses), and the interrelationships between the two. Trip distribution assumptions also took into account the street system in place to carry project traffic, and accessibility to the area freeways. The City’s buildout circulation system is assumed to be the same network in place today.

The average growth for the street network was calculated from daily traffic volumes that were obtained from the City. From 1993 to 1998, the average growth per annum for the traffic was 0.75 percent, which included the combined effects of additional traffic from developments in Cerritos as well as growth in traffic attributable to developments in neighboring communities. For the buildout traffic estimates, traffic for developments in Cerritos are handled as a separate component, the background growth rate for other traffic was assumed to be 0.5 percent per year. Forecasted buildout daily traffic volumes are presented on [Exhibit 4.4-6, \*Buildout \(2020\) Daily Roadway Segment Traffic Volumes\*](#). Forecasted operating conditions for Buildout Year 2020 are presented in [Table 4.4-8, \*2020 ADT Volumes and Capacity Analysis\*](#).



Source: GIS Data, City of Cerritos



### Traffic Analysis Zones

Exhibit 4.4-5

JN: 10100483  
 May 24, 2004



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**Table 4.4-7  
Trip Generation by Land Use**

Traffic Analysis Zone (TAZ)	Land Use	Units (du or KSF)	AM Peak Hour Total Trips	PM Peak Hour Total Trips	Daily trips
1	Industrial	44.562	41	44	311
2	Congregate Care	150 du	9	26	323
4	Industrial	11.117	10	11	77
5	Industrial	3.186	3	3	22
6	Low Res	5 du	4	5	48
7	Commercial	276.939	413	2,251	13,123
	<i>Comm'l Passby Reduction</i>		<i>(145)</i>	<i>(788)</i>	<i>(4,593)</i>
9	Commercial	46.827	90	287	4,185
	<i>Comm'l Passby Reduction</i>		<i>(32)</i>	<i>(101)</i>	<i>(1,465)</i>
13	Industrial	107.154	99	105	747
	Commercial	4.925	27	86	984
	<i>Comm'l Passby Reduction</i>		<i>(9)</i>	<i>(30)</i>	<i>(344)</i>
14	Commercial	152.603	206	830	8,945
	<i>Comm'l Passby Reduction</i>		<i>(72)</i>	<i>(290)</i>	<i>(3,131)</i>
18	Low Res	3 du	2	3	29
19	Low Res	8 du	6	8	77
23	Low Res	3 du	2	3	29
	Commercial	41.818	95	353	3,891
	<i>Comm'l Passby Reduction</i>		<i>(33)</i>	<i>(124)</i>	<i>(1,362)</i>
24	Business Park	94.743	153	140	1,361
25	Commercial	185.241	231	943	10,133
	<i>Comm'l Passby Reduction</i>		<i>(81)</i>	<i>(330)</i>	<i>(3,546)</i>
26	Business Park	54.450	88	81	782
27	Commercial	619.641	474	2,093	22,025
	<i>Comm'l Passby Reduction</i>		<i>(166)</i>	<i>(732)</i>	<i>(7,709)</i>
29	Low Res	11 du	8	11	105
30	Community College	169.884	302	282	3,119
32	Commercial	176.242	224	913	9,813
	<i>Comm'l Passby Reduction</i>		<i>(78)</i>	<i>(319)</i>	<i>(3,435)</i>
33	Commercial	20.909	63	224	2,492
	<i>Comm'l Passby Reduction</i>		<i>(22)</i>	<i>(78)</i>	<i>(872)</i>
35	Industrial	180.034	166	176	1,255
37	Industrial	195.803	180	192	1,365
	<b>TOTAL</b>	<b>180 du 2,386.078 s.f.</b>	<b>2,258</b>	<b>6,276</b>	<b>58,784</b>

1 KSF = One thousand square feet.

**Table 4.4-8  
2020 ADT Volumes and Capacity Analysis**

Location	Classification <sup>(a)</sup>	LOS "E" Capacity	Daily Traffic	V/C <sup>(b)</sup>	LOS <sup>(c)</sup>
<b>ARTESIA BOULEVARD</b>					
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
<b>BLOOMFIELD AVENUE</b>					
North of 166 <sup>th</sup>	Major 4D	40,400	26,500	0.66	B
166 <sup>th</sup> 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 Town Center Drive	Major 6D	53,000	30,000	0.57	A
Towne Center Drive to 183 <sup>rd</sup>	Major 4D	40,400	26,800	0.66	B
183 <sup>rd</sup> to South Street	Major 4D	40,400	22,600	0.56	A
South Street to 195 <sup>th</sup>	Major 4D	40,400	20,600	0.51	A
195 <sup>th</sup> to Del Amo	Major 4D	40,400	22,600	0.56	A
<b>CARMENITA ROAD</b>					
North of 166 <sup>th</sup>	Major 4D	40,400	23,400	0.58	A
166 <sup>th</sup> to Artesia	Major 4D	40,400	25,200	0.62	B
Artesia to 183 <sup>rd</sup>	Major 4D	40,400	28,600	0.71	C
183 <sup>rd</sup> to 91 Freeway	Major 4D	40,400	30,500	0.75	C
South of South St.	Major 4D	40,400	26,900	0.67	B
<b>DEL AMO BOULEVARD</b>					
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
<b>GRIDLEY ROAD</b>					
North of Artesia	Secondary 4D	36,000	7,900	0.22	A
Artesia to 183 <sup>rd</sup>	Secondary 4D	36,000	13,000	0.36	A
183 <sup>rd</sup> to South Street	Secondary 4D	36,000	17,000	0.47	A
South Street to 195 <sup>th</sup>	Secondary 4D	36,000	9,600	0.27	A
195 <sup>th</sup> to Del Amo	Secondary 4D	36,000	3,200	0.09	A

**Table 4.4-8 - Continued  
2020 ADT Volumes and Capacity Analysis**

Location	Classification <sup>(a)</sup>	LOS "E" Capacity	Daily Traffic	V/C <sup>(b)</sup>	LOS <sup>(c)</sup>
<b>MARQUARDT AVENUE</b>					
North of 166 <sup>th</sup>	Secondary 4D	36,000	13,500	0.38	A
166 <sup>th</sup> to Artesia	Secondary 4D	36,000	14,100	0.39	A
Artesia to 183 <sup>rd</sup>	Secondary 4D	36,000	15,800	0.44	A
South of 183 <sup>rd</sup>	Secondary 4D	36,000	16,700	0.46	A
<b>NORWALK BOULEVARD</b>					
North of 166 <sup>th</sup>	Secondary 4D	36,000	20,800	0.58	A
166 <sup>th</sup> 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 <sup>th</sup>	Secondary 4D	36,000	20,700	0.58	A
South of 195 <sup>th</sup>	Secondary 4D	36,000	19,600	0.54	A
<b>PALO VERDE AVENUE</b>					
Artesia to 183 <sup>rd</sup>	Secondary 4U	31,000	12,400	0.40	A
183 <sup>rd</sup> to South Street	Secondary 4U	31,000	15,300	0.49	A
<b>PARK PLAZA DRIVE</b>					
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
<b>PIONEER BOULEVARD</b>					
South Street to 195 <sup>th</sup>	Major 4D	40,400	19,000	0.47	A
South of 195 <sup>th</sup>	Major 4D	40,400	18,600	0.46	A
North of South Street	Major 4D	40,400	21,800	0.54	A
<b>SHOEMAKER AVENUE</b>					
North of 166 <sup>th</sup>	Secondary 4D	36,000	13,900	0.39	A
166 <sup>th</sup> 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 <sup>rd</sup>	Secondary 4D	36,000	15,700	0.44	A
183 <sup>rd</sup> 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
<b>SOUTH STREET</b>					
West of Studebaker	Major 4D	40,400	37,500	0.93	<b>E**</b>
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	<b>E**</b>
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

**Table 4.4-8 - Continued  
2020 ADT Volumes and Capacity Analysis**

Location	Classification <sup>(a)</sup>	LOS "E" Capacity	Daily Traffic	V/C <sup>(b)</sup>	LOS <sup>(c)</sup>
<b>STUDEBAKER ROAD</b>					
Alondra to 166 <sup>th</sup>	Major 4D	40,400	31,300	0.77	C
166 <sup>th</sup> 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 <sup>rd</sup>	Major 4D	40,400	20,400	0.50	A
183 <sup>rd</sup> to South Street	Major 4D	40,400	26,500	0.66	B
South Street to 195 <sup>th</sup>	Major 4D	40,400	12,900	0.32	A
South of 195 <sup>th</sup>	Major 4D	40,400	11,800	0.29	A
<b>TOWNE CENTER DRIVE</b>					
Bloomfield to Park Plaza E	Secondary 4U	31,000	16,800	0.54	A
Park Plaza E to 183 <sup>rd</sup>	Secondary 4U	31,000	8,500	0.27	A
<b>VALLEY VIEW AVENUE</b>					
North of Artesia	Major 4D	40,400	35,100	0.87	D
Artesia to 183 <sup>rd</sup>	Major 6D	53,000	31,600	0.60	A
<b>166TH STREET</b>					
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
<b>183<sup>RD</sup> STREET</b>					
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

**Table 4.4-8 - Continued  
2020 ADT Volumes and Capacity Analysis**

Location	Classification <sup>(a)</sup>	LOS "E" Capacity	Daily Traffic	V/C <sup>(b)</sup>	LOS <sup>(c)</sup>
<b>195TH STREET</b>					
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
(a) "Major" or "Secondary" designations are per the City's General Plan. Number of Lanes are for total of both directions as they exist today. "D" means "Divided," or that there is a center divider; U means "Undivided," or no center divider. (b) Volume-to-Capacity ratio. (c) Level of Service per V/C ranges in Table 4.4-3.					
Note: Unacceptable LOS indicated as E** and F***					

Table 4.4-8 indicates that all roadway segments would continue to operate a 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 Grindley 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.

Since the acceptable threshold for Level of Service is D, these two segments would be impacted. The segment of South Street and Studebaker Road is currently a four-lane divided highway, 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 would be the result of buildout of nearby vacant and under-utilized 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 on 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.

Thus, impacts to the roadway segments on South Street, west of Studebaker Avenue; and South Street, between I-605 and Grindley Avenue would be considered significant and unavoidable since they do meet the acceptable LOS threshold of D. However, the traffic volumes added to all other major roadway segments as a result of buildout of the proposed General Plan Update would not exceed the LOS D capacity of the roadways. Therefore, the impacts to all other major roadway segments are considered to be less than significant.

Implementation of the policies in the proposed General Plan Update would ensure that all impacts to roadway segments, with the exception of the roadway segments on South Street, west of Studebaker Avenue; and South Street, between I-605 and Grindley Avenue, would be reduced to less than significant levels.

**Policies in the Proposed General Plan Update:** The Circulation Element includes the following 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 cities 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.



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- CIR-2.1      Maintain the current City policy that specifically precludes through traffic on 183<sup>rd</sup> Street at the easterly boundary of the City; Shoemaker Avenue at the southerly boundary of the City; and 195<sup>th</sup> Street at the westerly boundary of the City.
  
- CIR-2.2      Make arterial or intersection improvements where necessary to accommodate traffic demand that would otherwise divert to secondary and local streets.
  
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are feasible.

**Level of Significance After Policies/Mitigation:** Significant and Unavoidable Impact.

## 2020 TRAFFIC CONDITIONS AT INTERSECTIONS

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE WOULD RESULT IN AN INCREASE IN TRAFFIC VOLUMES FOR THE PLANNING HORIZON YEAR OF 2020, WHICH WOULD IMPACT THE CAPACITIES OF INTERSECTIONS WITHIN THE CITY OF CERRITOS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** As stated in the impact analysis for 2020 Traffic Volumes/Roadway Capacities, new development within the City of Cerritos along with regional traffic growth would result in an increase in traffic volumes within the City. As shown in Table

4.4-7, *Trip Generation by Land Use*, each Traffic Analysis Zone (TAZ) would contribute additional traffic on the roadway network. Year 2020 traffic volumes along individual roadway segments are indicated on Table 4.4-8, 2020 ADT Volumes and Capacity Analysis.

An Intersection Capacity Utilization (ICU) analysis was conducted for buildout conditions, and the results are presented in Table 4.4-9, Intersection Levels of Service at Buildout (2020), LOS was determined for 16 intersections within the City.

**Table 4.4-9  
Intersection Levels of Service at Buildout (2020)**

Intersection		ICU and LOS at Buildout <sup>1</sup>			
		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 <sup>rd</sup> 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 <sup>rd</sup> 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	<b>F</b>
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	<b>E</b>
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 <sup>rd</sup> 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 under-utilized parcels.

The data in Table 4.4-9 indicates that 13 of the 16 intersections analyzed would operate at LOS D or better under buildout conditions. The following intersections would operate at either LOS E or LOS F under buildout conditions:

- 183<sup>rd</sup> Street at Bloomfield Avenue (LOS E in the PM peak hour);

- ❑ South Street at Carmenita Road (LOS F in the PM peak hour); and
- ❑ Artesia Boulevard at Carmenita Road (LOS E in both the AM and PM peak hours).

To achieve a Level of Service D or better under buildout conditions at the three impacted intersections, the following improvements are recommended:

- ❑ At 183<sup>rd</sup> 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 4.4-10, Summary of Buildout Intersection Operation After Mitigation. Table 4.4-10 indicates that all of the intersections would operate at a LOS of D or better. All recommended roadway and intersection improvements are depicted on Exhibit 4.4-7, Recommended Roadway and Intersection Improvements.

Implementation of the policies in the proposed General Plan Update and recommended mitigation measures would ensure that all impacts to intersections are reduced to less than significant levels.

**Table 4.4-10  
Summary of Buildout Intersection Operation After Mitigation**

Intersection		Buildout Conditions After Mitigation			
		AM Peak Hour		PM Peak Hour	
#	Name	ICU	LOS	ICU	LOS
6	183 <sup>rd</sup> 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

**Policies in the Proposed General Plan Update:** The Circulation Element includes the following policies:

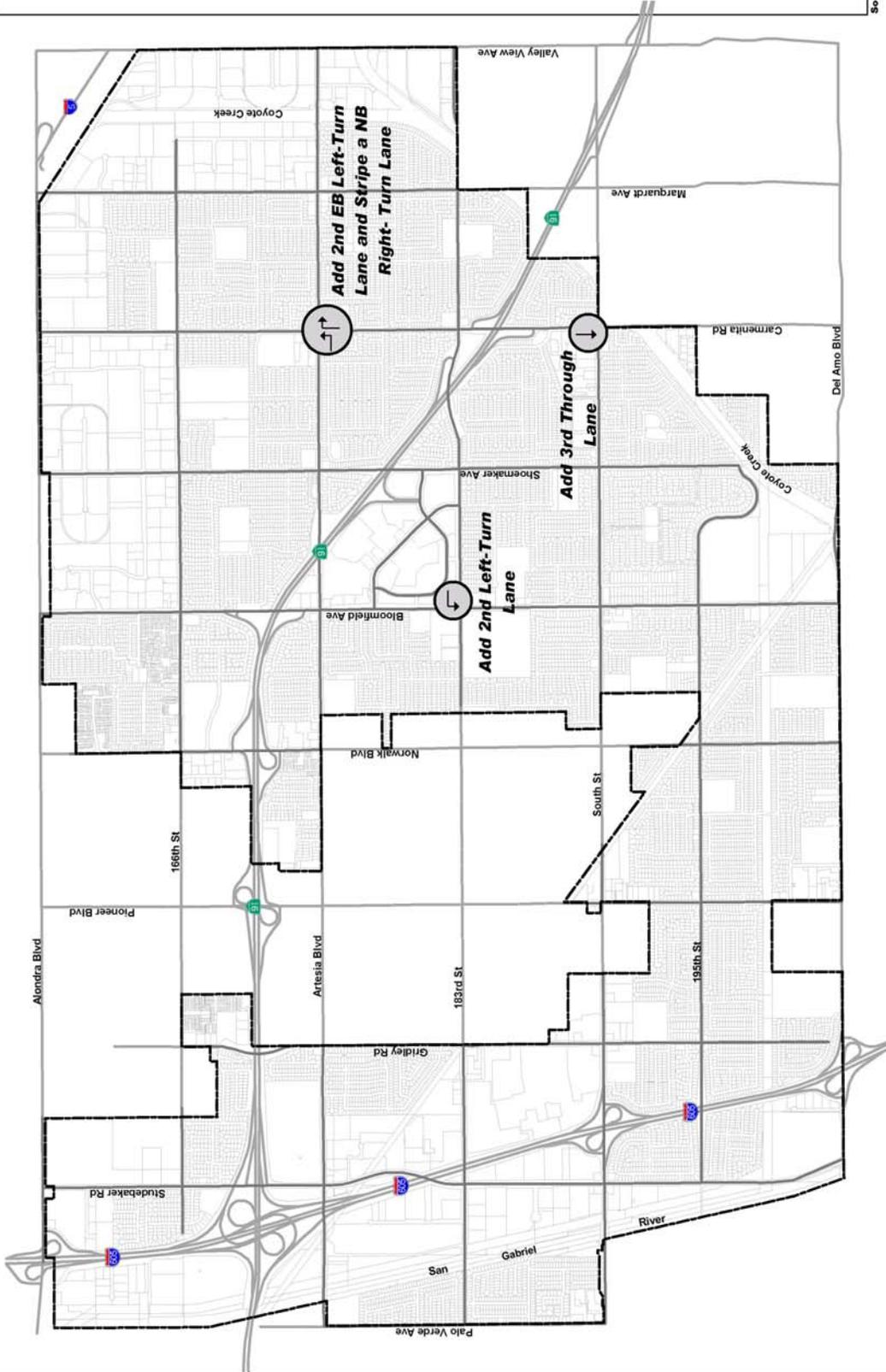
- CIR-1.1 Use the Circulation Element to guide detailed planning and implementation of the City's roadway system.

- 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 cities 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.
- CIR-2.1      Maintain the current City policy that specifically precludes through traffic on 183<sup>rd</sup> Street at the easterly boundary of the City; Shoemaker Avenue at the southerly boundary of the City; and 195<sup>th</sup> Street at the westerly boundary of the City.
- 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.
- 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.



NOT TO SCALE

Source: Kimley-Horn and Associates, Inc.



**Recommended Roadway and Intersection Improvements**

Exhibit 4.4-7

JN: 10100483  
 May 24, 2004



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- 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measures are recommended to further reduce traffic impacts.

- MM-CIR-1    Future projects that would add traffic volumes to the intersection at South Street and Carmenita Road shall advance fair share contributions to the cost of necessary improvements to achieve a LOS D, which can include but is not limited to adding a third southbound through lane, a third east bound through lane and a westbound through lane. Fair share contributions shall be advanced per the direction of the City. The City shall monitor the volumes at the intersection of South Street and Carmenita Road to determine if improvements are necessary, and if they are determined to be necessary, the City shall determine the most appropriate improvement (i.e., signalization timing, lanes) necessary to achieve LOS D.
  
- MM-CIR-2    Future projects that would add traffic volumes to the intersection at Artesia Boulevard and Carmenita Road shall advance fair share contributions to the cost of necessary improvements to achieve a LOS D, which can include but is not limited to adding a second eastbound left-turn lane and the striping of a northbound right-turn lane. Fair share contributions shall be advanced per the direction of the City. The City shall monitor the volumes at the intersection of Artesia Boulevard and Carmenita Road to determine if improvements are necessary, and if they are determined to be necessary, the City shall determine the most appropriate improvement (i.e., signalization timing, lanes) necessary to achieve a LOS D.
  
- MM-CIR-3    Future projects that would add traffic volumes to the intersection at 183<sup>rd</sup> Street and Bloomfield Avenue shall advance fair share contributions to the cost of necessary improvements to achieve a LOS D, which can include but is not limited to adding a second westbound left-turn lane. Fair share contributions shall be advanced per the direction of the City. The City shall monitor the volumes at the intersection of 183<sup>rd</sup> Street and Bloomfield Avenue to determine if improvements are necessary, and if they are determined to be necessary, the City shall determine the most appropriate improvement (i.e., signalization timing, lanes) to achieve LOS D.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## CONSISTENCY WITH CMP, AQMP AND RMP

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN INCONSISTENCIES WITH THE CMP, AQMP AND RMP.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** The City of Cerritos would be required to show compliance with the Congestion Management Program (CMP). In the City of Cerritos, only the Riverside Freeway (SR-91) and the San Gabriel Freeway (I-605) are CMP facilities, no street segments or intersections are CMP facilities. The CMP is directly linked to transportation issues, with requirements that all new developments mitigate their traffic impacts on the surrounding street system. The CMP includes issues such as LOS standards, coordination with other jurisdictions, TDM ordinances and application, monitoring of conditions, and mitigation of impacts. The AQMP supplements the CMP program, although its primary focus is on achieving and maintaining air quality standards. The goal of the Regional Mobility Plan (RMP) is to improve transportation mobility levels, with the intent of giving priority to all transit (bus and rail) and ride sharing (HOV) projects over mixed-flow highway capacity expansion projects.

Overall, these programs acknowledge that land use, transportation, and air quality issues are all interrelated. The requirements under each of these programs serve to ensure a safe and efficient transportation system, which is the primary goal of the Circulation Element of the proposed General Plan Update. Therefore, implementation of the proposed General Plan Update would not result in significant impacts to the CMP, AQMP and RMP. In addition, policies in the proposed General Plan Update would enhance the support of the CMP, AQMP and RMP.

**Policies in the Proposed General Plan Update:** The Circulation and Air Quality Elements include the following policies:

- CIR-1.1 Use the Circulation Element to guide detailed planning and implementation of the City's roadway system.
- CIR-1.5 Implement traffic signal coordination to enhance traffic flow, and reduce delay at signalized intersections. Coordinate with neighboring cities 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.
- CIR-4.1 Identify and evaluate high-accident locations. Recommend and implement improvements to address deficiencies.

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

- 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.
- 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-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      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-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.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## ALTERNATIVE TRANSPORTATION

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN AN INCREMENTAL INCREASE IN DEMAND FOR TRANSIT SERVICE AND MAY ENHANCE POLICIES SUPPORTING ALTERNATIVE TRANSPORTATION.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** LACMTA Red Line, Blue Line and Green Line ridership has increased by approximately 19, 24 and 13 percent, respectively, during the period between 2000 and 2002. However, bus ridership decreased by approximately one percent. Despite the decrease in bus ridership over these two years, over time, as future development occurs and the population and employment of the City increases, there is expected to be an increase in public transit ridership and a resulting increased in the demand for transit service. Transit service is viewed as a supplement to automobile transportation within Cerritos and is expected to become an increasingly important alternative mode of transportation as the City continues to grow. It is anticipated that the LACMTA would increase their public transit fleet of vehicles/trains as demand for public transit services increases. Furthermore, implementation of the LACMTA Long Range Transportation Plan would serve as a guide to transportation planning in Los Angeles County through the year 2025. Thus, the proposed General Plan Update would not result in significant impacts to the transit system within the City.

Generally, the existing bikeway and sidewalk systems serve most areas of the City. Although the City does not have a Bikeways or Pedestrian Plan, the existing bikeway and sidewalk systems link together schools, community civic centers, service areas, parks, employment centers and regional bike paths. The system also provides an additional access to recreation and open space resources within the City.

The goals and policies in the Circulation Element would enhance the use of alternative forms of transportation in the City. Therefore, no significant alternative transportation impacts would occur with implementation of the proposed General Plan Update.

**Policies in the Proposed General Plan Update:** The Circulation Element includes the following policies:

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

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

#### 4.4.4      UNAVOIDABLE SIGNIFICANT IMPACTS

Development under the proposed General Plan Update would create an unavoidable significant impact for two roadway segments: South Street, west of Studebaker Avenue; and South Street, between I-605 and Grindley Avenue. Although policies would be implemented on a project-by-project basis, these roadway segments would remain operating at a LOS E; thus, the impact would remain unavoidable and significant. However, with implementation of policies and mitigation measures, impacts to all other roadway segments and intersections within the City would be reduced to a less than significant level.

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## 4.5 AIR QUALITY

This section evaluates air quality associated with short-and long-term impacts resulting from buildout of the proposed General Plan Update. Information in this section is based primarily on the *CEQA Air Quality Handbook*, prepared by the South Coast Air Quality Management District (SCAQMD), April 1993 (as revised through November 1993), Air Quality Data (SCAQMD 1994 through 1998); and the SCAQMD *Final Air Quality Management Plan* (January 1997).

### 4.5.1 ENVIRONMENTAL SETTING

#### SOUTH COAST AIR BASIN

The City of Cerritos is located in the South Coast Air Basin (Basin), characterized as having a "Mediterranean" climate (a semi-arid environment with mild winters, warm summers and moderate rainfall). The Basin is a 6,600-square mile area bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. Its terrain and geographical location determine the distinctive climate of the Basin, as the Basin is a coastal plain with connecting broad valleys and low hills.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

#### CLIMATE

Moderate temperatures and comfortable humidities characterize the climate with precipitation limited to a few storms during the winter season (November through April). The average annual temperature varies little throughout the Basin, averaging 75 degrees Fahrenheit. However, with a less pronounced oceanic influence, the eastern inland portions of the Basin show greater variability in annual minimum and maximum temperatures. All portions of the Basin have had recorded temperatures over 100 degrees in recent years. January is usually the coldest month at all locations, while July and August are usually the hottest months of the year. Although the Basin has a semi-arid climate, the air near the surface is moist because of the presence of a

shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent; and low stratus clouds, occasionally referred to as “high fog” are a characteristic climate feature. Annual average relative humidity is 70 percent at the coast and 57 percent in the eastern part of the Basin. Precipitation is typically 9 to 14 inches annually in the Basin and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the Basin.

## **WIND**

One of the most important climatic factors is the direction and intensity of the prevailing winds. With very light average wind speeds (five to seven miles per hour), the basin has a limited capability to disperse air contaminants horizontally. Typically, the net transport of air on-shore is greater in the summer, while the net offshore transport is greater in the winter. Whether there is air movement or stagnation during the morning and evening hours (before these dominant patterns take effect) is one of the critical factors in determining the smog situation on any given day.

Cerritos' location with respect to these flow patterns and the Pacific Ocean results in relatively good air quality. For the most part, the on-shore winds transport pollutants inland. Since the night drainage winds are less intense, only a limited amount of this pollution is returned to the coastal areas during the summer, leaving a significant amount of pollutants in the inland areas.

## **SUNLIGHT**

The presence and intensity of sunlight are necessary prerequisites for the formation of photochemical smog. Under the influence of the ultraviolet radiation of sunlight, certain original, or “primary” pollutants (mainly reactive hydrocarbons and oxides of nitrogen) react to form “secondary” pollutants (primarily oxidants). Since this process is time dependent, secondary pollutants can be formed many miles downwind from the emission sources. Because of the prevailing daytime winds and time-delayed nature of photochemical smog, oxidant concentrations are highest in the inland areas of Southern California. However, Cerritos and other cities that are moderately close in proximity to the coast are not exempt on those days with early morning easterly winds.

## **TEMPERATURE INVERSIONS**

A temperature inversion is a reversal in the normal decrease of temperature as altitude increases. In most parts of the country, air near ground level is warmer than the air above it. However, Southern California's daily summertime sunshine and high barometric pressure reverse that pattern, creating warmer air at high elevations, which trap pollutants by preventing cooler air from rising to the upper atmosphere. The

height of the base of the inversion is known as the “mixing height” and controls the volume of air available for the mixing and dispersion of air pollutants.

The interrelationship of air pollutants and climatic factors are most critical on days of greatly reduced atmospheric ventilation. On days such as these, air pollutants accumulate because of the simultaneous occurrence of three unfavorable factors: low inversions, low maximum mixing heights and low wind speeds. Although these conditions may occur throughout the year, the months of July, August and September generally account for more than 40 percent of these occurrences.

The potential for high contaminant levels varies seasonally for many contaminants. During late spring, summer and early fall, light winds, low mixing heights and sunshine combine to produce conditions favorable for the maximum production of oxidants, mainly ozone. When fairly deep marine layers frequent the Air Basin during spring and summer, sulfate concentrations achieve yearly peak concentrations. When strong surface inversions are formed on winter nights, especially during the hours before sunrise, coupled with near-calm winds, carbon monoxide from automobile exhausts becomes highly concentrated. The highest yearly concentrations of carbon monoxide, oxides of nitrogen and nitrates are measured during November, December and January.

## **RAINFALL**

Winter storms that bring rainfall benefit air quality, since they tend to “scrub” gaseous or particulate pollutants from the air. Precipitation is typically 9 to 14 inches annually in the Basin and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the Basin.

## **REGULATORY FRAMEWORK**

### **FEDERAL CLEAN AIR ACT OF 1970 AND 1990 CLEAN AIR ACT AMENDMENTS**

The Federal Clean Air Act of 1970 (CAA) was the first legislation that gave the U.S. Environmental Protection Agency (EPA) authority to set Federal primary and secondary ambient air quality standards. Primary or health-based standards are set at levels necessary to protect the public health. Secondary standards are set to protect the public from air pollution effects such as crop damage, visibility reduction, soiling, nuisances, etc. The resultant national ambient air quality standards (NAAQS) included six pollutants: CO (carbon monoxide), O<sub>3</sub> (ozone), PM<sub>10</sub> (fine particulate matter), NO<sub>2</sub> (nitrogen dioxide), SO<sub>2</sub> (sulfur dioxide) and Pb (lead). The Act required states that exceeded the NAAQS to prepare air quality plans showing how they would meet the standards by December 1987. The Act was amended in 1977 and again in 1990 to extend the deadline for compliance and to require that revised State Implementation Programs (SIP's) be prepared. The 1990 Clean Air Act Amendments established

categories of air pollution severity for non-attainment areas (“marginal” to “extreme”). SIP requirements varied based on the degree of severity.

## **THE 1988 CALIFORNIA CLEAN AIR ACT (CCAA)**

This legislation was signed into law on September 30, 1988, became effective on January 1, 1989, and was amended in 1992. Also known as the “Sher Bill” (Assembly Bill 2595), the CCAA observes the requirements of the Federal Clean Air Act and adds three other pollutants to be regulated, including: H<sub>2</sub>S (hydrogen sulfide), SO (sulfates) and vinyl chloride. The CCAA established a legal mandate to achieve health-based State air quality standards at the earliest practicable date. The Act specified that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources. Additionally, it also gives air districts such as the SCAQMD 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 including the effect of any additional development within the region. A strict interpretation of the CCAA “no net” increase prohibition suggests that any general development within the region, no matter how large or small, may have a significant, project-specific air quality impact unless the development-related emissions are offset by concurrent emissions reductions elsewhere within the airshed. Any planning effort for air quality attainment would thus need to consider both State and Federal planning requirements.

## **1997 AIR QUALITY MANAGEMENT PLAN**

The 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 (EPA, CARB, local governments, Southern California Association of Governments (SCAG) and the SCAQMD) are the cornerstones that implement the AQMP programs.

1997 AQMP. A 1997 AQMP was prepared by the SCAQMD and adopted by the District on November 15, 1996. The 1997 AQMP was then adopted by CARB on January 23, 1997. The 1997 Plan contains two tiers of control measures. Short-term 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 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 over the next two years. The SCAQMD will focus its efforts on seven major rules to reduce reactive organic compounds (ROC), 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 more than sufficient to attain the Federal health standards for the two most difficult ingredients in smog, PM<sub>10</sub> and ground-level O<sub>3</sub>, by the years 2006 and 2010, respectively. Although the AQMP states that the Federal CO standard will be met by 2000, the Basin is still designated as a Federal non-attainment area. The region already has met the three other Federal health standards for Pb, SO<sub>2</sub> and NO<sub>2</sub>.

To help reduce PM<sub>10</sub> pollution, the 1997 Plan outlines seven control measures for directly emitted particulates which will reduce emissions from agricultural areas, livestock wastes, 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.

The 1997 Plan shows that both emissions and ambient pollution levels have continued their downward path toward healthful levels. The number of Stage I smog episodes for O<sub>3</sub> declined from 41 days in 1990 to just 14 days in 1995. CO also has declined, with the number of days over the standard down from 42 in 1990 to 13 in 1995. The average number of days exceeding the Federal 24-hour PM<sub>10</sub> standard also declined between 1990 and 1995 by 9 percent.<sup>1</sup>

1997 AQMP Control Strategies. The 1997 AQMP includes two tiers of emission reduction measures (short/intermediate and long-term measures), based on availability and readiness of technology. Short- and intermediate-term measures include the application of available technologies and management practices between 1994 and the year 2005. These short- and intermediate-term measures are designed to satisfy the Federal CAA requirement of RACT, and the CCAA requirements of BARCT.

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.

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<sup>1</sup> Article entitled "AQMD Sees Progress in Attaining Federal Clean Air Standards", AQMD Advisor, Volume 3, Number 7, September 1996.

Because of the EPA's principal authority over many off-road sources, the 1997 AQMP's off-road mobile source control measures are based on the EPA's proposed Federal Implementation Plan (FIP) for the 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.

In December 1999, the SCAQMD amended the 1997 AQMP. The 1999 Amendment provides revisions to the ozone portion of the 1997 AQMP specifically in the area of short-term stationary source control measures. In addition, the Amendment revises the adoption and implementation schedule for the short-term stationary source control measures that AQMD is responsible to implement. The 1999 Amendment does not revise the PM<sub>10</sub> portion of the 1997 AQMP, emission inventories, the mobile source portions of the 1997 Ozone SIP Revision, or the ozone attainment demonstration. Specifically, the 1999 Amendment includes new short-term stationary source control measures:

- ❑ Revises the adoption/implementation schedule for 13 short-term volatile organic compounds (VOC's), nitrogen oxides (NO<sub>x</sub>), and stationary source control measures from the 1997 Ozone SIP Revision;
- ❑ Provides further VOC emission reductions in the near-term; and
- ❑ Revises the emission reduction commitments for the long-term control measures in the 1997 Ozone SIP Revision for long-term stationary source control measures that the SCAQMD is responsible to implement.

## **AMBIENT AIR QUALITY STANDARDS**

### **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 (U.S.) 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. California Ambient Air Quality Standards (CAAQS) for these pollutants and NAAQS are included in Table 4.5-1, *Local Air Quality Levels for the City of Cerritos*.

**Table 4.5-1  
Local Air Quality Levels for the City of Cerritos<sup>1</sup>**

Pollutant	California Standard	Federal Primary Standard	Year	Maximum <sup>2</sup> 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
			2002	5.8	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
			2002	4.56	0/0
Ozone (O3)	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	0/0
			2002	0.084	0/0
Nitrogen Dioxide (NO2)	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
			2002	0.130	0/0
Sulfur Dioxide (SO2)	0.25 ppm for 1 hour	0.14 ppm for 24 hours or 80 µg/m <sup>3</sup> (0.03 ppm) annual average	1997	0.011	0/0
			1998	0.014	0/0
			1999	0.011	0/0
			2000	0.007	0/0
			2001	0.009	0/0
			2002	0.008	0/0
Particulate Matter (PM10) <sup>3,4</sup>	50 µg/m <sup>3</sup> for 24 hours	150 µg/m <sup>3</sup> for 24 hours	1997	87.0	10/0
			1998	69.0	6/0
			1999	79.0	13/0
			2000	105.0	13/0
			2001	91.0	10/0
			2002	74.0	5/0
Fine Particulate Matter (PM2.5) <sup>4</sup>	N/A	65 µg/m <sup>3</sup> for 24 hours	1997	N/M	N/A
			1998	N/M	N/A
			1999	66.9	N/A/1
			2000	81.5	N/A/4
			2001	72.9	N/A/1
			2002	62.7	N/A/0

ppm = parts per million  
µg/m<sup>3</sup> = micrograms per cubic meter  
PM<sub>10</sub> = particulate matter 10 microns in diameter or less  
PM<sub>2.5</sub> = 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 PM2.5 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](http://www.arb.ca.gov/adam/welcome.html).

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 the data does not support either an attainment or non-attainment status.

State and Federal ambient air quality standards have been established for the following pollutants: ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) and lead (Pb). For some of these pollutants, notably O<sub>3</sub> and PM<sub>10</sub>, the State standards are more stringent than the Federal standards. The State has also established ambient air quality standards for sulfates, hydrogen sulfide and vinyl chloride. The above-mentioned pollutants are generally known as “criteria pollutants.”

## **ATTAINMENT STATUS**

Despite implementing many strict controls, the SCAQMD portion of the Basin still fails to meet both Federal and State air quality standards for three of the six criteria pollutants: ozone (O<sub>3</sub>), carbon monoxide (CO) and fine particulate matter (PM<sub>10</sub>). Because these pollution standards have not been achieved, the Los Angeles County portion of the Basin is considered a non-attainment area for Federal and State standards for these pollutants.

## **LOCAL AMBIENT AIR QUALITY**

The SCAQMD operates several air quality monitoring stations within the Basin. The City of Cerritos is located within Source Receptor Area (SRA) 4, one of 28 areas under the jurisdiction of the SCAQMD. The communities within an SRA are expected to have similar climatology and subsequently, similar ambient air pollutant concentrations. The ambient air monitoring station within SRA 4 is within the northern portion of the City of Long Beach. The following air quality information briefly describes the various types of pollutants that are found within SRA 4.

### **Ozone**

Ozone (O<sub>3</sub>) is a colorless toxic gas that can irritate the lungs and damage materials and vegetation. Levels of O<sub>3</sub> exceed Federal and State standards throughout the Basin. Because O<sub>3</sub> formation is the result of photochemical reactions between NO<sub>x</sub> and reactive organic compounds (ROC), typically produced by combustion sources, peak concentrations of O<sub>3</sub> occur downwind of precursor emission sources. The entire Air Basin is designated as a non-attainment area for State and Federal O<sub>3</sub> standards. As indicated in Table 4.5-1, some exceedances of State standards for O<sub>3</sub> occurred at local air monitoring stations from 1997 through 2001. The State O<sub>3</sub> standard was

exceeded between one and three times over this period. The Federal O<sub>3</sub> standard was exceeded once during the last five years.

### Carbon Monoxide

Carbon Monoxide (CO) is an odorless, colorless toxic gas, produced almost entirely from combustion sources (automobiles). This pollutant interferes with the transfer of oxygen to the brain and it is generally associated with areas of high traffic density. At high concentrations, CO can reduce the oxygen-carrying capacity of the blood and cause headaches, dizziness, unconsciousness and even death. CO also can aggravate cardiovascular disease. The Los Angeles County portion of the Basin is designated a non-attainment area for Federal and State CO standards. The 8-hour and 1-hour Federal and State standard have not been exceeded at the North Long Beach station in the last five years.

### Nitrogen Oxides

Nitrogen Oxides (NO<sub>x</sub>), the term used to describe the sum of nitrogen oxide (NO), nitrogen dioxide (NO<sub>2</sub>) and other oxides of nitrogen, are produced by high-temperature combustion processes (e.g., motor vehicle engines, power plants, refineries and other industrial operations).<sup>2</sup> NO<sub>2</sub>, a term often used interchangeably with NO<sub>x</sub>, is a reddish-brown gas that can cause breathing difficulties at high levels. The entire Basin is designated as an Unclassified/Attainment area for Federal and State NO<sub>2</sub> standards (the Basin was redesignated from Federal non-attainment to Unclassified/Attainment on July 24, 1998). The NO<sub>x</sub> standard was not exceeded at the North Long Beach station over the last five years.

### Fine Particulate Matter

On July 1, 1987, the EPA replaced the total suspended particulate (TSP) standard with a new particulate standard known as PM<sub>10</sub>. PM<sub>10</sub> includes particulate matter 10 microns or less in diameter (a micron is one millionth of a meter). Sources of PM<sub>10</sub> include agricultural operations, industrial processes, combustion of fossil fuels, construction and demolition, windblown dust and wildfires. The entire Air Basin is designated as a non-attainment area for State and Federal PM<sub>10</sub> standards. Particulates substantially reduce visibility and adversely affect the respiratory tract. As indicated in Table 4.5-1, some exceedances of State standards for PM<sub>10</sub> occurred at local air monitoring stations from 1997 through 2001, ranging from six to 13 times in a given year (state standards for PM<sub>2.5</sub> did not exist during the monitoring period of 1997 through 2001 as shown in Table 4.5-1, *Local Air Quality Levels for the City of Cerritos*).

Due to recent increased concerns over health impacts due to fine particulate matter, both State and Federal PM<sub>2.5</sub> standards have been created. In 1997, the EPA announced new PM<sub>2.5</sub> standards. Industry groups challenged the new standard in

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<sup>2</sup> Environmental Protection Agency Website, [www.epa.gov/oar/aqtrnd97/brochure/no2.html](http://www.epa.gov/oar/aqtrnd97/brochure/no2.html).

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<sub>2.5</sub> standards.<sup>3</sup>

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 PM<sub>10</sub> standard was lowered from 30 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) to 20  $\mu\text{g}/\text{m}^3$ . As no ambient annual state standard existed for PM<sub>2.5</sub>, a new annual standard was established at 12  $\mu\text{g}/\text{m}^3$ . A 24-hour average standard for both PM<sub>10</sub> and PM<sub>2.5</sub> 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 PM<sub>10</sub> 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.<sup>4</sup> Particulate matter impacts primarily effect infants, children, the elderly and those with pre-existing cardiopulmonary disease.

### **Sulfur Dioxide and Lead**

Sulfur dioxide (SO<sub>2</sub>), often used interchangeably with sulfur oxides (SO<sub>x</sub>), and lead (Pb) levels in all areas of the Basin do not exceed Federal or State standards. The Basin is designated as attainment for both State and Federal SO<sub>2</sub> standards. There is no NAAQS for lead. The North Long Beach Station did not exceed State standards for SO<sub>x</sub> during the last five years.

## **TOXIC AIR CONTAMINANTS (TACs)**

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern in Southern California. There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations, dry cleaners and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as accidental releases of hazardous materials during upset conditions. Health effects of TACs include cancer, birth defects, neurological damage and death.

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<sup>3</sup> Environmental Protection Agency Website, <http://www.epa.gov/air/aqtrnd97/brochure/pm10.html>

<sup>4</sup> 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.

The 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 the 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 TAC's. 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 TAC's.

Diesel exhaust is a growing concern in the Basin area and throughout California. The CARB in 1998 identified diesel engine particulate matter as a TAC. The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which are toxic. Many of these toxic compounds adhere to the particles, and because diesel particles are very small, they penetrate deeply into the lungs. Diesel engine particulate matter has been identified as a human carcinogen. Mobile sources (including trucks, buses, automobiles, trains, ships and farm equipment) are by far the largest source of diesel emissions. Studies show that diesel particulate matter concentrations are much higher near heavily traveled highways and intersections. The cancer risk from exposure to diesel exhaust may be much higher than the risk associated with any other toxic air pollutant routinely measures in the region.<sup>5</sup>

Prior to the listing of diesel exhaust as a TAC, California had already adopted various regulations that would reduce diesel emissions. These regulations include new standards for diesel fuel, emission standards for new diesel trucks, buses, autos, utility equipment and inspection and maintenance requirements for health duty vehicles. Following the listing of diesel engine particulate matter as a TAC, the ARB has been evaluating what additional regulatory action is needed to reduce public exposure. The ARB does not plan on banning diesel fuel or engines. The ARB may consider additional requirements for diesel fuel and engines, however, as well as other measures to reduce public exposure.

Other air quality issues of concern in the Basin include nuisance impacts of odors and dust. Objectionable odors may be associated with a variety of pollutants. Common sources of odors include wastewater treatment plants, landfills, composting facilities, refineries and chemical plants. Similarly, nuisance dust may be generated by a variety of sources including quarries, agriculture, grading and construction. Odors rarely have direct health impacts, but they can be unpleasant and can lead to anger and concern over possible health effects among the public. Each year, the SCAQMD receives thousands of citizen complaints about objectionable odors. Dust emissions can contribute to increased ambient concentrations of PM<sub>10</sub>, particularly when dust settles on roadways where it can be pulverized and re-suspended by traffic. Dust emissions also contribute to reduced visibility and soiling of exposed surfaces.

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<sup>5</sup> BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans, Bay Area Air Quality Management District, Revised December 1999, page 6.

## 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 toxics 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 center and retirement homes.

The ABC Unified District serves the City of Cerritos. Within the city boundaries are nine elementary schools, two junior high schools, four high schools, one community college and several private schools. In addition, there are approximately sixteen pre-kindergarten facilities. Within the City's boundary, there are two senior housing projects, a senior center and an assisted living development. These existing sensitive receptors are located throughout the city.

### 4.5.2 STANDARDS OF SIGNIFICANCE

#### SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Air quality impacts resulting from the implementation of the proposed General Plan Update could be considered significant if they cause any of the following to occur:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Exposes sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people (refer to Section 7.0, *Effects Found Not To Be Significant*).

Based on these standards, the effects of the proposed Update have been categorized as either a "less than significant" or a "potentially significant impact." Mitigation

measures are recommended for a potentially significant impact. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

### 4.5.3 IMPACTS AND MITIGATION MEASURES

#### CONSTRUCTION EMISSIONS

- CITYWIDE CONSTRUCTION ACTIVITY UNDER THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN A CUMULATIVELY CONSIDERABLE INCREASE OF CRITERIA POLLUTANTS, AND THUS MAY VIOLATE AIR QUALITY STANDARDS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** Short-term impacts to air quality would occur during the grading and construction activities associated with implementation of the General Plan, primarily construction associated with new development or redevelopment and related infrastructure. These temporary impacts would include:

- ❑ Particulate (fugitive dust) emissions from demolition, clearing and grading activities;
- ❑ Off-site air pollutant emissions at the power plant serving the construction site, while temporary power lines are needed to operate construction equipment and provide lighting;
- ❑ Exhaust emissions and potential odors from construction equipment used on the construction site as well as the vehicles used to transport materials to and from the site;
- ❑ Exhaust emissions from the motor vehicles of the construction crew; and
- ❑ Potential release of asbestos from building demolition.

The SCAQMD *CEQA Air Quality Handbook* establishes thresholds for pollutant emissions generated during construction. Each construction project that would occur with buildout of the proposed General Plan Update would be required to implement control measures during construction activities in order to reduce the amount of emissions to below the significance thresholds, when possible. As previously stated, the Los Angeles County portion of the Basin is designated non-attainment for O<sub>3</sub> (State and Federal standards), CO (State and Federal standards) and PM<sub>10</sub> (State and Federal standards). Any increase in these pollutants would create a significant and unavoidable air quality impact.

The proposed General Plan Update includes Air Quality and Circulation Elements. The intent of the Air Quality Element is 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. The intent of the Circulation Element is to document the methods and results of the analysis of the existing and projected future conditions in the City of Cerritos, and to describe the future circulation system needed to support the Land Use Element. Relevant goals and policies within these elements address such construction-related impacts as disruption, regulatory compliance with appropriate air resource agencies, odor/dust control and hazardous emissions.

**Policies in the Proposed General Plan Update:** The Air Quality and Circulation Elements include the following 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 project 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-3.1 Adopt incentives, regulations, and/or procedures to minimize particulate emissions from grading operations and building construction.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update or SCAQMD regulations are available to reduce this impact to a less than significant level.

**Level of Significance After Policies/Mitigation:** Significant and Unavoidable Impact.

## VEHICLE MILES TRAVELED AND STATIONARY SOURCE EMISSIONS

- BUILDOUT UNDER THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN AN OVERALL INCREASE IN MOBILE AND STATIONARY SOURCE EMISSIONS WITHIN THE CITY WHICH MAY EXCEED SCAQMD AIR QUALITY STANDARDS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** Upon buildout, the proposed General Plan Update would permit a maximum of 179 additional dwelling units and 2,427,763 additional square feet of non-residential uses beyond 2001 conditions throughout the City. Ultimately, the proposed General Plan Update would result in a total of 15,871 residential units and 22,793,985 square feet of non-residential uses.

Projected population increases in the City associated with buildout of the proposed General Plan Update would result in a corresponding increase in the number of automobiles and vehicular pollutants. The primary method of reducing pollutants that result either directly or indirectly from vehicular exhaust (including ozone), is to reduce both the number of vehicular trips and the miles traveled each day by local workers and residents. A large fraction of the remaining stationary pollutants (from electricity and gas consumption) can be reduced through energy conservation. In order to minimize the number of vehicle miles traveled (VMT), land uses could encourage the location of jobs, housing, and shopping areas in such a way as to minimize extra automobile trips. Reductions in vehicular trips as well as vehicular miles can be accomplished over time through the application of wise, long-range planning of land uses that provide comprehensive support for residents and workers, such as shopping and employment.

**Mobile Sources.** Table 4.5-2, *Mobile Source Emissions*, cites the amount of mobile source emissions expected at buildout under the proposed General Plan Update. Mobile source emissions are the major source of air pollution in the City of Cerritos. At the source level (a single vehicle), mobile source emissions are expected to decrease during the next 20 years due to technological improvements to engine emission systems, alternative fuels and propulsion systems.

Additionally, Transportation Demand Management (TDM) would play an increasingly important role. However, with implementation of appropriate policies and technological improvements during the next 20 years, mobile source emissions are still anticipated to increase, mainly due to the increase in population.

**Table 4.5-2  
Mobile Source Air Emissions**

Project	Pollutant (Pounds/Day)			
	ROG	NOx	CO	PM10
(unmitigated) • Vehicle Emissions <sup>1</sup>	1,137.0	1,627.9	13,053.0	3,032.0
ROG = reactive organic gases CO = carbon monoxide	NOx = nitrogen oxides PM10 = fine particulate matter			
NOTE: 1 – Based on UREBMIS 2001 modeling results, worst-case seasonal emissions for area and mobile emissions, and trip rate data provided in the Project Traffic Study.				

**Area Sources.** Table 4.5-3, *Stationary Source Emissions*, cites the amount of stationary source emissions that are anticipated to result from the increased development under the proposed General Plan Update. Stationary source emissions would be generated due to an increased demand for electrical energy, which is generated from power plants utilizing fossil fuels. Electric power generating plants are distributed throughout the Basin, and their emissions contribute to the total regional pollutant burden. The primary use of natural gas by the land uses throughout the City would be for combustion to produce space heating, water heating and other miscellaneous heating or air conditioning.

**Table 4.5-3  
Area Source Air Emissions**

Project	Pollutant (Pounds/Day)			
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>
(unmitigated) • Area Source Emissions <sup>1</sup>	806.8	659.9	203.4	10.7
ROG = reactive organic gases CO = carbon monoxide	NO <sub>x</sub> = nitrogen oxides PM <sub>10</sub> = fine particulate matter			
NOTE: 1 – Area Source emissions excludes the use of fireplaces and wood burning stoves.				

Air quality impacts would be regional and not confined to the Cerritos city limits. The destination of motor vehicles, which are the primary contributors to air pollution, vary widely and cross many jurisdictional boundaries. Future site-specific development proposals would be evaluated for potential air emissions once development details have been designed and are available. Individual projects may not result in significant air quality emissions, although Citywide buildout under the proposed General Plan Update would result in a significant cumulative air quality impact as explained below.

**Combined Operational Emissions.** Table 4.5-4, *Combined Operational Air Emissions*, cites the cumulative air pollution impacts from implementation of the proposed General Plan Update. The combined emissions are considered significant because they would generate emissions of O<sub>3</sub> (made up by ROG and NO<sub>x</sub>), CO and PM<sub>10</sub> within an area designated as non-attainment for these pollutants. Policies proposed in the General Plan Update would reduce the significance of such impacts; however, the impacts would remain significant on a cumulative level even after mitigation.

The proposed Air Quality, Land Use and Circulation Elements include goals and policies intended to minimize mobile and stationary source impacts. Goals and policies within the Air Quality Element encourage pedestrian traffic, alternate forms of transportation and incentive programs. The Land Use Element includes goals and policies that are aimed at reducing the amount of vehicular traffic and ensuring the compatible placement of land uses. The Circulation Element includes goals and policies to reduce trip time requirements and establish alternative transportation methods and systems.

**Table 4.5-4  
Combined Operational Air Emissions**

Project	Pollutant (Pounds/Day)			
	ROG	NOx	CO	PM <sub>10</sub>
(unmitigated)				
• Area Source Emissions <sup>2</sup>	806.8	659.9	203.4	10.7
• Vehicle Emissions	1,137.0	1,627.9	13,053.0	3,032.0
Total Unmitigated Emissions	1,943.8	2,287.8	13,256.4	3,042.7
SCAQMD Threshold	55	55	550	150
Is Threshold Exceeded? (Significant Impact?)	Yes	Yes	Yes	Yes
ROG = reactive organic gases		NOx = nitrogen oxides		
CO = carbon monoxide		PM <sub>10</sub> = fine particulate matter		
NOTE:				
1 – Based on UREBMIS 2001 modeling results, worst-case seasonal emissions for area and mobile emissions, and trip rate data provided in the Project Traffic Study.				
2 – Area Source emissions excludes the use of fireplaces and wood burning stoves.				

**Policies in the Proposed General Plan Update:** The Air Quality, Land Use and Circulation Elements include the following policies:

Mobile Emission Reduction

- 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 project to the greatest extent feasible.
- 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.
- 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.
- CIR-1.1      Use the Circulation Element to guide detailed planning and implementation of the City's roadway system.
- 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 cities 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.
- CIR-2.2      Make arterial or intersection improvements where necessary to accommodate traffic demand that would otherwise divert to secondary and local streets.
- 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-3.4      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.
- CIR-4.2      Evaluate and upgrade sub-standard intersections or roadway segments.
- CIR-4.6      Update and enforce a defensible city-wide speed limit program.

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

- 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-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.
- 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-7.4 Evaluate the use of protected-permissive left-turn phasing at appropriate intersections, to reduce vehicle delay during off-peak periods.
- 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.
- 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.
- 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-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.

Area Source Emission Reduction

- 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 project 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-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.
- 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.
- 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-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-2.5      Evaluation of 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.

- LU-4.2 Ensure that the siting of 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-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-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, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses.
- 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-10.2 Discourage the construction of new housing at substantially lower densities than the maximum permitted by the General Plan, particularly on sites designated for medium density housing.
- LU-12.1 Balance size and number of units to achieve appropriate (limit) intensity.
- LU-13.1 Review all development applications in light of the overall mass and scale of the intensity.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update and SCAQMD regulations are available to reduce this impact to a less than significant level.

**Level of Significance After Policies/Mitigation:** Significant and Unavoidable Impact.

## CONSISTENCY WITH REGIONAL PLANS

- BUILDOUT OF THE PROPOSED GENERAL PLAN UPDATE MAY CONFLICT OR OBSTRUCT IMPLEMENTATION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENT'S REGIONAL COMPREHENSIVE PLAN GUIDELINES (RCP) AND THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT'S AIR QUALITY MANAGEMENT PLAN (AQMP).

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** The SCAG and SCAQMD actively pursue procedural and structural methods of minimizing air pollutant emissions. Although air quality is not SCAG's primary focus, SCAG publishes a document titled *Regional Comprehensive Plan and Guide* (RCP), which sets forth criteria for lowering regional pollutant emissions. The RCP is based on information that is provided by County transportation commissions, Caltrans, the Metropolitan Water District, the California Energy Commission, the Bureau of Land Management of the Department of Interior, South Coast Air Quality Management District and other parties both public and private. Information in the RCP related to air quality is found within the Growth Management, Regional Mobility, Air Quality and Energy chapters.

The proposed General Plan Update is consistent with the portions of the RCP that cite the necessity to facilitate programs that reduce vehicular miles traveled (VMT) and vehicular emissions. The RCP cites, "SCAG shall encourage existing or proposed local jurisdictions programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle mile traveled, and create opportunities for residents to walk and bike." The proposed General Plan Update is consistent with this as shown in the previous impact discussion. The proposed General Plan Update is also consistent with the RCP policies that cite the necessity to develop or redevelop areas in a manner that discourages additional vehicular traffic.

Different from SCAG, the SCAQMD's sole interest is the preservation and improvement of air resources in the South Coast Air Basin. The SCAQMD publishes a document entitled the *Air Quality Management Plan* (AQMP), which specifies various criteria for air quality management within the South Coast Air Basin (including the City of Cerritos). Issues and requirements within the AQMP are similar to those found in the RCP (the RCP incorporates much of the AQMP in its text). Both documents place heavy reliance on local implementation measures, such as land use decisions and local employment transportation programs. The implementation process stresses the freedom of cities to choose attainment measures that best suit local conditions. Land use strategies contained in the RCP help achieve a jobs/housing balance.

Based on the fact that the City is actively pursuing and implementing programs that reduce air pollutant emissions, the proposed General Plan Update is consistent with the RCP and AQMP, and thus, constitutes a less than significant impact.

Goals and policies within the Air Quality Element encourage cooperation with the South Coast Air Quality Management District and Southern California Association of Governments. The Circulation Element encourages cooperation with County and regional agencies through participation in various transportation programs. Based on the fact that air quality is closely related to transportation, implementation of these policies would set the foundation for emission reduction.

**Policies in the Proposed General Plan Update:** The Air Quality and Circulation Elements include the following 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 project 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.
- AQ-2.4      Promote state and federal legislation that would improve vehicle/ transportation technology and cleaner fuels.
- 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-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-3.6     Consider implementing a formalized local street protection program with specific petition, review, ranking and test installation procedures.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

#### 4.5.4     UNAVOIDABLE SIGNIFICANT IMPACTS

Development under the proposed General Plan Update would create unavoidable significant impacts related to construction, mobile sources and stationary sources. These impacts are primarily based on the premise that the City and pollutant sources within are widely dispersed and numerous. Although measures related to construction and stationary sources would be implemented on a project-by-project basis, and vehicular emission reducing programs would be implemented Citywide, it is anticipated that these impacts would remain significant and unavoidable. All other impacts for air quality would be less than significant by adherence to/compliance with the policies in the proposed General Plan Update.

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## 4.6 NOISE

The purpose of this section is to describe the existing (2001) and future (2020) noise environment within the City of Cerritos. This section provides an assessment of long-term noise impacts associated with traffic, retail/commercial uses, and industrial sources. Based upon the analysis, mitigation measures associated with the buildout of the proposed General Plan Update are provided where a significant impact has been identified.

### 4.6.1 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 4.6-1, *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).

### 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”.

## **EQUIVALENT SOUND LEVEL (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.

## **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 U.S. 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.

## **OTHER NOISE METRICS**

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.

**Table 4.6-1  
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.

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.

## 4.6.2 NOISE STANDARDS

### 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.

The U.S. Department of Housing and Urban Development (HUD) has established policies for granting financial support for the construction of dwelling units in noise-impacted areas. Table 4.6-2, HUD External Noise Exposure Standards for New Residential Construction, shows noise exposure levels used by HUD to determine eligibility for financial backing for new or rehabilitative residential construction in noise-impacted areas, in addition to providing special requirements. As indicated in Table 4.6-2, financial assistance from HUD would still be possible when noise exposure is between 65 dBA and 75 dBA, if adequate sound attenuation is provided to achieve appropriate noise reduction.

**Table 4.6-2  
HUD External Noise Exposure Standards for New Residential Construction**

HUD Approval	Site Noise Exposure	Noise Level (Ldn)	Special Approval/ Requirements
Standard	Acceptable	Not exceeding 65 dB	None
Discouraged	Normally Acceptable	65 dB to 75 dB	- Building sound attenuation of 5 dB for 65-70 dB noise level and 10 dB for 70-75 dB noise level - Special Environmental Clearance - Approval of Regional Administration
Prohibited	Unacceptable	75+ dB	- Approval of Assistant Secretary of Community Planning - EIS required

Source: HUD External Noise Exposure Standards for New Residential Construction July 12, 1979, as amended at 50 FR 9268, March 7, 1985.

## 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 that reduce interior noise levels to 45 dBA CNEL. Tables 4.6-3 and 4.6-4 summarize standards adopted by various State and Federal agencies. Table 4.6-3, *Noise and Land Use Compatibility Matrix*, presents criteria used to assess the compatibility of proposed land uses with the noise environment. Table 4.6-4, *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.

## CITY NOISE STANDARDS

The City of Cerritos maintains a comprehensive Noise Ordinance within the City's Municipal Code that sets citywide exterior noise level standards and provides the means to enforce the reduction of obnoxious or offensive noises. Section 22.80.480 of the Municipal Code establishes noise standards and enforcement procedures. Table 4.6-5, *Cerritos Noise Standards by Use*, summarizes noise standards established by the City of Cerritos.

## NOISE ORDINANCE

The City's Noise Ordinance (Section 22.80.480 of the Municipal Code) 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 other than transportation sources. 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.

**Table 4.6-3  
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 4.6-4  
State Interior and Exterior Noise Standards**

Land Use Categories		CNEL	
Categories	Uses	Interior <sup>1</sup>	Exterior <sup>2</sup>
Residential	Single-Family, Duplex, Multiple-Family	45 <sup>3</sup>	65
	Mobile Home	--	65 <sup>4</sup>
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	--
Institutional	Hospital, Schools' Classrooms/Playgrounds	45	65
	Church, Library	45	--
Open Space	Parks	--	65

**NOTES:**

1. Indoor environmental including: Bathrooms, toilets, closets, and 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.

**Table 4.6-5  
Cerritos Noise Standards by Use**

<b>Zone or Development Area</b>	<b>Maximum Sound Levels dB(A)</b>
Residential or Agricultural	50
Commercial	60
Industrial	70
Source: <i>City of Cerritos Municipal Code</i> , Section 22.80.480.	
Note: Maximum sound levels apply at any point on property lines surrounding the premises on which noise is produced to exceed the background (ambient noise), including traffic noise by 5 dBA measured at the same point, or the levels stated in this Table, whichever is greater.	

The Noise Ordinance exempts several categories of noise sources, including construction activities which take place between the hours of 7:00 a.m. and 7:00 p.m. Enforcing the Noise Ordinance includes requiring proposed development projects to show compliance with the ordinance, as well as compliance during the construction phase. The ordinance is reviewed periodically for adequacy and amended as needed to address community needs and development patterns.

### 4.6.3 ENVIRONMENTAL SETTING

Cerritos' noise environment 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 major 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, 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.). Existing traffic volumes were also modeled throughout the City to provide projected vehicular generated noise levels.

### AMBIENT NOISE

In order to describe the ambient or background noise level throughout the City, several 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 4.6-1, Noise Sensitive Land Uses, were 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

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**LEGEND**

Noise Sensitive Land Uses

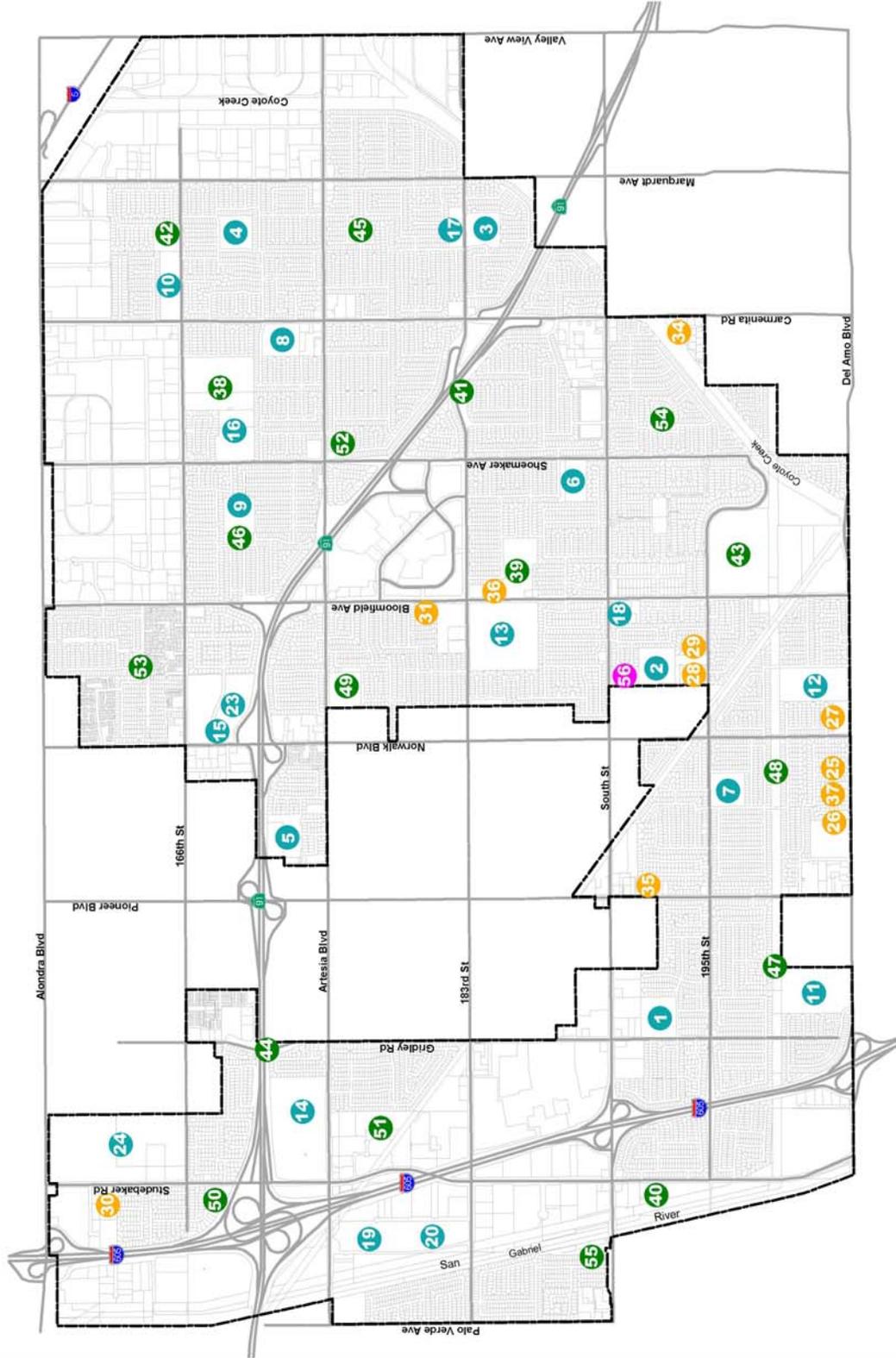
- Parks
- Schools
- Senior Center
- Churches
- City Limits

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



Source: RBF Consulting



**Noise Sensitive Land Uses**

Exhibit 4.6-1

JN: 10100483  
 May 24, 2004



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level analyzer equipped with a Bruel & Kjaer (B&K) Type 4176 ½" microphone. 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 4.6-6, Existing Noise Levels.

**Table 4.6-6  
Existing Noise Levels  
(Based on Field Measurements)**

Site	Location	Leq dBA	L90 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

**Table 4.6-6 - Continued  
Existing Noise Levels  
(Based on Field Measurements)**

Site	Location	Leq dBA	L90 dBA
27	Cerritos Church of the Nazarene	80.3	98.3
28	Cerritos Mission Church	73.8	89.9
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	First Evangelical Church of Cerritos	78.6	92.4
35	Korean Hope Christian Church	82.1	104.9
36	Living Water Mission Church	78.4	91.3
37	St. John Lutheran Church	79.0	95.6
38	Berean Chapel	78.2	97.0
39	Cerritos Park East	78.7	96.2
40	Heritage Park	79.2	95.6
41	Liberty Park	74.7	88.8
42	Brookhaven Park	76.2	96.5
43	Carmenita Park	73.2	86.0
44	Cerritos Regional County Park	73.5	86.7
45	Ecology Park	77.1	90.9
46	Friendship Park	69.6	91.3
47	Frontier Park	79.6	101.2
48	Gridley Park	65.3	86.6
49	Jacob Park	68.0	82.3
50	Loma Park	72.8	88.2
51	Reservoir Hill Park	79.4	92.4
52	Rosewood Park	74.1	90.6
53	Saddleback Park	72.8	95.2
54	Satellite Park	64.5	81.6
55	Sunshine Park	58.5	66.9
56	Westgate Park	70.9	87.7
57	Chaudhuri Medical Group of Long Beach	77.4	98.5
58	College Hospital, Inc.	80.3	95.6
59	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.

## COMPUTER MODELING

Roadway noise levels throughout the City were projected using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108) together with several roadway and site parameters. These parameters determine the projected impact of vehicular traffic noise and include the roadway cross-section (i.e., number of lanes), the roadway width, the average daily traffic (ADT), and the vehicle travel speed. The percentages of auto and truck traffic, the roadway grade, the angle-of-view, the site conditions ("hard" or "soft"), and the percent of total ADT that flows each hour throughout a 24-hour period. The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadways and adjacent land uses. Various vehicle speeds were assumed throughout the City based on empirical observations and posted maximum speeds (refer to Technical Appendix D, *Noise Model Runs*). Noise projections are based on vehicular traffic as derived from the *Cerritos General Plan Traffic Analysis*, dated December 2001.

## EXISTING TRAFFIC NOISE

Traffic noise levels can be reliably predicted using formulas which 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 two freeways (I-605 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 link was calculated and the distance to the 60, 65, and 70 dBA CNEL contours was determined (at 100 feet from roadway centerline). 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 dB; the CNEL beyond the contour line - away from the street - is less than 60 dB. Exhibit 4.6-2, *Existing Noise Contours*, indicates 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.

### 60 CNEL

The 60 CNEL contour defines the noise study zone. The noise environment for any proposed noise-sensitive land use (for example, single- or multi-family residences, hospitals, schools, or churches) within this zone should be evaluated on a project-specific basis. The project may require mitigation to meet city and/or state (Title 24) standards. A site- and project-specific study will be necessary to determine what kinds of mitigation will make the interior building environment acceptable for the given type of

land use. Some sites may already be sufficiently protected by existing walls or berms so that no further mitigation would be required.

## 65 CNEL

The 65 CNEL contour defines the noise mitigation zone. Within this contour, new or expanded noise-sensitive developments should be permitted only if appropriate mitigation measures, such as barriers or additional sound insulation, are included and city and/or state noise standards are achieved. In some instances it may be possible to show that existing walls, berms, or screening may exist such that required mitigation is already in place.

As indicated in Table 4.6-7, Existing Exterior Noise Exposure Adjacent to Nearby Roadways, 2001, I-605 and SR-91 currently generate noise levels at a distance of 100 feet from centerline that exceed 75 CNEL. Noise generated from I-5 traffic was not modeled due to its proximity to the nearest sensitive receptor, and the adjacent land use designations consist of light industrial uses. Of the 102 roadway links modeled within the City planning area, 14 roadway links generate noise levels at 65 CNEL or greater at 100 feet from centerline. Sixty-nine of the roadway links modeled generate noise levels between 60 CNEL and 65 CNEL. These links include Artesia Boulevard, Bloomfield Avenue, Carmenita Road, Del Amo Boulevard, Marquardt Avenue, Norwalk Boulevard, Pioneer Boulevard, South Street, as well as portions of Gridley Road, Palo Verde Avenue, Shoemaker Avenue, Studebaker Road, 166<sup>th</sup> Street, 183<sup>rd</sup> Street and 195<sup>th</sup> Street. Fourteen roadway links modeled generate noise levels between 55 CNEL and 60 CNEL. These links include Gridley Road, Palo Verde Avenue, Park Plaza Drive, Shoemaker Avenue, Studebaker Road, Towne Center Drive, 166<sup>th</sup> Street, 183<sup>rd</sup> Street and 195<sup>th</sup> Street. The five modeled roadway links with noise levels below 55 CNEL at 100 feet from centerline are Park Plaza Drive (west of Town Center Drive), Towne Center Drive (Park Plaza East to 183<sup>rd</sup> St.), 166<sup>th</sup> Street (west of Studebaker Rd, and east of Marquardt Ave.) and 183<sup>rd</sup> Street (Marquardt Ave. to Valley View Ave.). Many of these links contain the 70 CNEL, and in some case the 65 CNEL noise contour within the existing roadway right-of-way (ROW) (refer to Table 4.6-7). Exhibit 4.6-2, Existing Noise Contours, displays the projected 60, 65, and 70 CNEL noise contours calculated from the roadway centerline.

## TRAIN OPERATIONS

The City is traversed by one Southern Pacific Rail Road (SPRR) freight train line. Train traffic on this rail line, which runs along the southeastern portion of the City, is considered to contribute to a relatively minor source of noise within the community due to the low frequency of operation (approximately two trains per day unless freight activity requires an increase in frequency in which three trips per day occurs). This railroad line traverses both commercial and residential property. Any residential developments and other sensitive uses located along the SPRR line would require sound insulation to mitigate noise to an acceptable level.

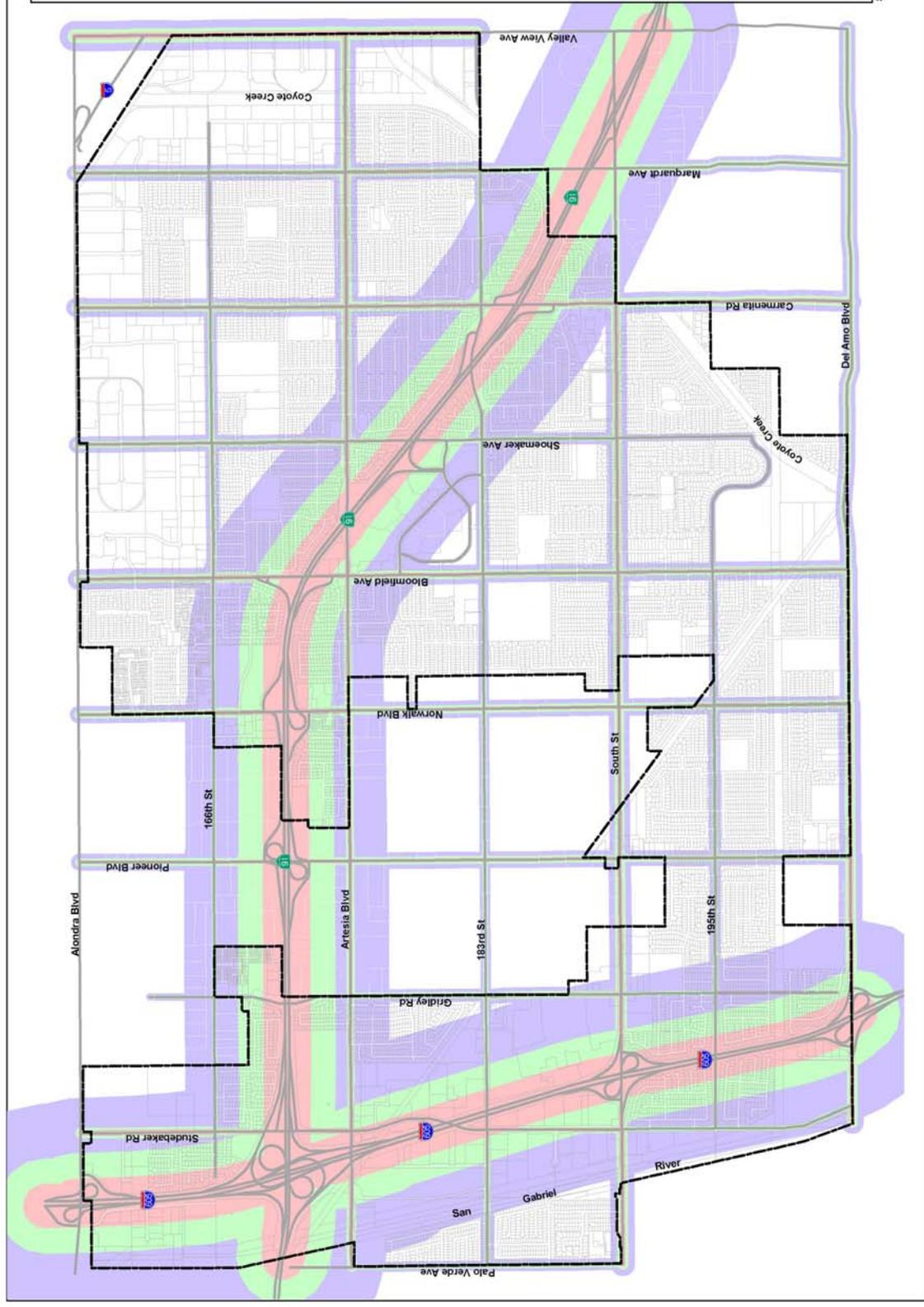
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- LEGEND**
- Noise Levels
  - 70 CNEL
  - 65 CNEL
  - 60 CNEL
  - City Limits

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 Kinley Horn & Associates, dated December 2001. ADTs for the 91 Freeway and 680 Freeway were obtained from traffic data provided on the Caltrans website, www.dot.ca.gov, February 2002.



Source: GIS Data, City of Cerritos



**Existing Noise Contours**

Exhibit 4.6-2

JN: 10100483  
 May 24, 2004



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**Table 4.6-7  
Existing Noise Exposure Adjacent to Nearby Roadways, 2001**

Location	ADT <sup>1</sup> (Veh/Day)	CNEL <sup>2</sup> @ 100 Ft.	Distance to Contours (Ft.) <sup>3</sup>		
			70 dBA	65 dBA	60 dBA
<b>ARTESIA BOULEVARD</b>					
Palo Verde to Studebaker	22,715	63	42	91	195
Studebaker to Gridley	17,062	62	35	75	161
Gridley to Norwalk	19,136	63	38	81	174
Norwalk to Bloomfield	18,954	63	37	80	173
Bloomfield to Shoemaker	18,613	62	36	78	168
Shoemaker to Carmenita	25,319	64	45	97	210
Carmenita to Marquardt	21,495	64	49	107	229
Marquardt to Valley View	18,555	64	45	97	208
<b>BLOOMFIELD AVENUE</b>					
North of 166 <sup>th</sup>	23,755	64	43	93	201
166 <sup>th</sup> to SR-91 Freeway	27,751	64	48	104	223
SR-91 Freeway to Artesia	24,060	63	44	94	203
Artesia to Towne Center Drive	22,174	63	41	89	192
Towne Center Drive to 183 <sup>rd</sup>	22,174	63	41	89	192
183 <sup>rd</sup> to South Street	18,581	62	37	79	171
South Street to 195 <sup>th</sup>	18,650	62	37	79	171
195 <sup>th</sup> to Del Amo	20,497	63	39	85	182
<b>CARMENITA ROAD</b>					
North of 166 <sup>th</sup>	20,939	62	40	86	185
166 <sup>th</sup> to Artesia	21,214	63	40	87	186
Artesia to 183 <sup>rd</sup>	23,878	64	44	94	202
183 <sup>rd</sup> to SR-91 Freeway	26,218	64	46	100	215
South of South Street	24,163	64	44	94	204
<b>DEL AMO BOULEVARD</b>					
East of Studebaker	27,426	64	48	103	221
West of Mapes	29,969	65	51	109	235
Pioneer to Norwalk	26,668	64	47	101	217
Norwalk to Bloomfield	21,217	63	40	87	186
East of Bloomfield	16,960	62	35	75	161
<b>GRIDLEY ROAD</b>					
North of Artesia	7,222	57	16	34	73
Artesia to 183 <sup>rd</sup>	11,809	60	27	59	126
183 <sup>rd</sup> to South Street	15,490	62	33	70	151
South Street to 195 <sup>th</sup>	8,726	59	22	48	103
<b>MARQUARDT AVENUE</b>					
North of 166 <sup>th</sup>	12,270	62	34	73	158
166 <sup>th</sup> to Artesia	12,427	62	34	74	159
South of Artesia	13,204	62	36	77	166
Artesia to 183 <sup>rd</sup>	14,352	63	38	81	175
South of 183 <sup>rd</sup>	15,147	62	32	69	149

**Table 4.6-7 - Continued**  
**Existing Noise Exposure Adjacent to Nearby Roadways, 2001**

Location	ADT <sup>1</sup> (Veh/Day)	CNEL <sup>2</sup> @ 100 Ft.	Distance to Contours (Ft.) <sup>3</sup>		
			70 dBA	65 dBA	60 dBA
<b>NORWALK BOULEVARD</b>					
North of 166 <sup>th</sup>	18,476	62	37	79	170
166 <sup>th</sup> to SR-91 Freeway	25,758	64	46	99	212
SR-91 Freeway to Artesia	25,261	64	45	97	210
North of 195 <sup>th</sup>	18,543	62	37	79	171
South of 195 <sup>th</sup>	17,619	62	36	77	165
<b>PALO VERDE AVENUE</b>					
Artesia to 183 <sup>rd</sup>	8,322	59	22	46	100
South of 183 <sup>rd</sup>	10,518	60	25	54	117
North of South Street	10,880	60	26	55	119
<b>PARK PLAZA DRIVE</b>					
West of Towne Center Drive	2,000	50	5	11	24
West of Shoemaker	10,783	57	16	35	75
<b>PIONEER BOULEVARD</b>					
South Street to 195 <sup>th</sup>	15,517	62	33	70	152
South of 195 <sup>th</sup>	15,447	62	33	70	151
North of South Street	17,794	62	36	77	166
<b>SHOEMAKER AVENUE</b>					
North of 166 <sup>th</sup>	12,670	62	35	75	161
166 <sup>th</sup> to Artesia	15,399	62	32	70	151
Artesia to Park Plaza	13,750	61	30	65	140
Park Plaza to 183 <sup>rd</sup>	10,026	60	24	53	113
183 <sup>rd</sup> to South Street	10,643	60	25	55	118
South of South Street	4,917	57	15	33	70
<b>SOUTH STREET</b>					
West of Studebaker	30,950	65	52	111	240
Studebaker to I-605 Freeway	40,130	64	50	107	230
I-605 Freeway to Gridley	44,055	65	53	113	244
Gridley to Pioneer	27,319	64	48	102	221
Pioneer to Bloomfield	24,286	64	44	95	204
Bloomfield to Shoemaker	24,334	64	44	95	204
Shoemaker to Carmenita	24,903	64	45	96	208
East of Carmenita	16,826	62	34	74	160
<b>STUDEBAKER ROAD</b>					
Alondra to 166 <sup>th</sup>	28,416	64	49	105	227
166 <sup>th</sup> to SR-91 Freeway	20,330	63	39	84	181
SR-91 Freeway to Artesia	25,495	64	45	98	211
Artesia to 183 <sup>rd</sup>	18,560	62	37	79	171
183 <sup>rd</sup> to South Street	23,266	62	34	74	160
South Street to 195 <sup>th</sup>	10,638	60	25	55	118
South of 195 <sup>th</sup>	10,065	60	24	53	114

**Table 4.6-7 - Continued**  
**Existing Noise Exposure Adjacent to Nearby Roadways, 2001**

Location	ADT <sup>1</sup> (Veh/Day)	CNEL <sup>2</sup> @ 100 Ft.	Distance to Contours (Ft.) <sup>3</sup>		
			70 dBA	65 dBA	60 dBA
<b>TOWNE CENTER DRIVE</b>					
Bloomfield to Park Plaza E	11,694	58	17	37	79
Park Plaza E to 183 <sup>rd</sup>	4,108	53	8	18	39
<b>VALLEY VIEW AVENUE</b>					
North of Artesia	31,926	66	64	138	298
Artesia to 183 <sup>rd</sup>	28,724	65	60	129	278
<b>166<sup>TH</sup> STREET</b>					
West of Studebaker	1,387	47	3	7	15
Studebaker to Gridley	9,998	59	20	42	91
West of Norwalk	9,745	59	19	42	89
Norwalk to Bloomfield	10,213	59	20	43	92
Bloomfield to Shoemaker	13,176	61	29	63	136
Shoemaker to Carmenita	11,600	61	27	58	125
Carmenita to Marquardt	4,782	57	15	32	69
East of Marquardt	2,108	52	7	15	32
<b>183<sup>RD</sup> STREET</b>					
Palo Verde to Studebaker	12,829	61	29	62	133
Studebaker to Gridley	13,321	60	24	51	110
West of Bloomfield	12,134	59	22	48	103
Bloomfield to Shoemaker	12,777	61	29	62	133
Shoemaker to Carmenita	13,072	61	29	63	135
Carmenita to Marquardt	9,538	60	24	51	109
Marquardt to Valley View	2,148	53	9	19	41
<b>195<sup>TH</sup> STREET</b>					
Studebaker to Gridley	6,023	58	17	37	81
Gridley to Pioneer	9,802	60	24	52	112
Pioneer to Norwalk	11,107	60	26	56	121
Norwalk to Bloomfield	7,051	58	19	42	90
Bloomfield to Shoemaker	4,121	56	13	29	63
<b>I-605 FREEWAY</b>					
Alondra to SR-91 Freeway	265,500	78	434	936	2,016
SR-91 Freeway to South Street	239,000	77	405	873	1,881
South Street to Del Amo Boulevard	228,000	77	392	845	1,822
<b>SR-91 FREEWAY</b>					
I-605 Freeway to Pioneer Boulevard	257,000	77	425	916	1,973
Pioneer Blvd. To Norwalk Boulevard	250,000	77	417	899	1,937
Norwalk Blvd. To Bloomfield Avenue	241,000	77	407	877	1,890
Bloomfield Ave. to Artesia Boulevard	223,500	77	388	835	1,799

**Table 4.6-7 - Continued**  
**Existing Noise Exposure Adjacent to Nearby Roadways, 2001**

Location	ADT <sup>1</sup> (Veh/Day)	CNEL <sup>2</sup> @ 100 Ft.	Distance to Contours (Ft.) <sup>3</sup>		
			70 dBA	65 dBA	60 dBA
<b>SR-91 FREEWAY – CONTINUED</b>					
Artesia Boulevard to Carmenita Road	207,000	77	368	793	1,708
Carmenita Road to Marquardt Avenue	197,000	76	356	768	1,654
<sup>1</sup> ADT means average daily two-way traffic volume. <sup>2</sup> CNEL values are calculated at 100 feet from the centerline (noise levels averaged up to the nearest whole number). <sup>3</sup> All distances are measured from the centerline.  R/W-Noise contour located with the roadway right-of-way (ROW). Estimates do not adjust for any existing noise barriers and are for traffic use only. I-605 and SR-91 Freeway existing ADT based traffic data obtained from California Department of Transportation official website. (www.dot.ca.gov.) 2/8/02 FHWA-RD-77-108 noise model runs assumed a distance of 84 feet for “centerline distance” data for all freeway links.					

## 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 is 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.

### LOS CERRITOS CENTER

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. Operating hours are 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 occupies approximately 125 acres west of the I-605 freeway. The Auto Square is located along Studebaker Road between 183<sup>rd</sup> Street and South Street. 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. The Cerritos Auto Square is a significant generator of traffic noise in the City.

### **CERRITOS TOWNE CENTER**

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.

### **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.

### **INDUSTRIAL FACILITIES**

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 17 percent of the total land area of the City (see Table 4.1-1). 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, Margaret Avenue, and Artesia Boulevard. Large, landscaped setbacks and architectural features to diminish the negative visual impacts of parking and loading facilities characterize the industrial districts.

## **4.6.4 STANDARDS OF SIGNIFICANCE**

### **SIGNIFICANCE CRITERIA**

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Noise impacts resulting from the implementation of the proposed General Plan Update could be considered significant if they cause any of the following results:

- ❑ Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- ❑ Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- ❑ A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- ❑ A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- ❑ For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels (refer to Section 7.0, *Effects Found Not To Be Significant*), and/or
- ❑ For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels (refer to Section 7.0, *Effects Found Not To Be Significant*).

Based on these standards, the effects of the proposed project have been categorized as either “less than significant” or “potentially significant.” Mitigation measures are recommended for potentially significant impact. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

## SIGNIFICANCE OF CHANGES IN AMBIENT NOISE LEVELS

A project is considered to have a significant noise impact where it causes an adopted noise standard to be exceeded for the project site or for adjacent sensitive receptors. In addition to being concerned about the absolute noise level that might occur when a new source is introduced into an area, it is also important to consider the existing noise environment. If the existing noise environment is quiet and the new noise source greatly increases the noise exposure, even though a criterion level might not be exceeded, some impact may occur. Lacking adopted standards for evaluating such impacts, general considerations for community noise environments are that a change of over 5 dBA is readily noticeable and, therefore, is considered a significant impact (refer to Table 4.6-8, *Significance of Changes in Cumulative Noise Exposure*).<sup>1</sup> Changes from 3 to 5 dBA may be noticed by some individuals and are, therefore considered to constitute an adverse environmental impact since under these conditions sporadic complaints may occur. Changes in community noise levels of less than 3 dBA are

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<sup>1</sup> *Assessment of Noise with Respect to Community Response*, ISDR 1996, International Standardization, Switzerland.

normally not noticeable and are therefore considered less than significant.<sup>2</sup> Adverse impacts would result if increases in noise levels were audible (increases equal to, or greater than 3 dBA), although the noise level may not exceed the significant impact criteria specified above.

**Table 4.6-8  
Significance of Changes in Cumulative Noise Exposure**

<b>Ambient Noise Level Without Project (Ldn or CNEL)</b>	<b>Significant Impact Assumed to Occur if the Project Increases Ambient Noise Levels by:</b>
< 60 dBA	+ 5.0 dBA or more
60-65 dBA	+ 3.0 dBA or more
> 65 dBA	+ 1.0 dBA or more

Sources: FICON, FHWA, and Caltrans as applied by Brown-Buntin Associates, Inc., 1997.

## STANDARD NOISE ATTENUATION TECHNIQUES

Noise reduction can be accomplished by the placement of walls, landscaped berms, or a combination of the two. 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 the 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. Sound-rated windows (extra thick or multi-paned) and wall insulation are also effective techniques. However, none of these measures 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. Additionally, insulating noise sensitive uses, such as residences, schools, libraries, hospitals, nursing and carehomes and some types of commercial activities can reduce noise impacts. State and Federal statutes have largely preempted local control over vehicular noise emissions. However, commercial, industrial 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.

<sup>2</sup> *Fundamentals and Abatement of Highway Traffic Noise*, Bolt, Beranek and Newman, 1973.

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 traffic congestion aids in the 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.

## 4.6.5 IMPACTS AND MITIGATION MEASURES

### CONSTRUCTION NOISE

- DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE WOULD INVOLVE CONSTRUCTION-RELATED NOISE AS FUTURE PARCELS ARE DEVELOPED AND/OR RENOVATED.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** Typical activities associated with construction are a highly noticeable temporary noise source. Noise from construction activities is generated by two primary sources during construction phases. The transport of workers and equipment to construction sites and the noise related to the construction itself. As currently underutilized or vacant parcels are developed in accordance with the proposed General Plan Update, construction-related activities would generate noise from construction equipment, grading operations, and stationary equipment. These noise sources can be a nuisance to local residents and businesses. However, construction noise impacts are short-term and cease upon completion of each project. Compliance with the City's Noise Ordinance, as well implementation of the policies in the proposed General Plan Update, would serve to reduce short-term construction noise impacts to less than significant levels.

**Policies in the Proposed General Plan Update:** The Noise Element contains the following policies:

- N-1.1 Mitigate transportation equipment impacts at construction sites.
- N-2.1 Continuously review the Noise Ordinance to ensure noise generating uses are adequately addressed.
- N-2.3 Ensure noise mitigation techniques are incorporated into all construction-related activities.
- N-3.1 Enforce noise standards, as contained in the City's Noise Ordinance.

- N-3.3      Incorporate noise reduction measures into all development proposals, as necessary.
  
- N-3.4      Consider noise impacts associated with the development of residential uses in the vicinity of non-residential uses.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## TRAFFIC NOISE

- FUTURE TRAFFIC NOISE LEVELS ASSOCIATED WITH BUILDOUT OF THE PROPOSED GENERAL PLAN UPDATE MAY CONTRIBUTE TO AN EXCEEDANCE OF THE CITY'S NOISE STANDARD RESULTING IN POTENTIAL NOISE IMPACTS TO SENSITIVE RECEPTORS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** The future noise levels along 93 major surface streets links and 12 freeway links within the City of Cerritos were modeled to determine the projected location and extent of future vehicular generated noise conditions (refer to [Table 4.6-9, \*Ultimate Exterior Noise Adjacent to Nearby Roadways, Year 2020\*](#) and [Exhibit 4.6-3, \*General Plan Buildout Noise Contours, 2020\*](#)). Exhibit 4.6-3 shows the future noise environment at buildout of the proposed General Plan Update (Year 2020). Seventeen of the surface street links modeled would generate noise levels greater than or equal to 65 CNEL at 100 feet from centerline. Sixty surface street links would generate noise levels between 60 CNEL and 64 CNEL. Eleven surface street links would generate noise levels between 55 CNEL and 59 CNEL at 100 feet from the centerline. Five surface street links would generate noise levels equal to or below 54 CNEL at 100 feet from the centerline.

[Table 4.6-10, \*Projected Increase in Motor Vehicle Noise\*](#), provides a comparison of motor vehicle noise levels between existing (2001) and General Plan buildout (2020) conditions. This table indicates the anticipated noise level changes adjacent to specific roadways in the City as a direct result of implementation of the proposed General Plan Update. As indicated in Table 4.6-10, buildout of the proposed General Plan Update would generate an audible noise increase (greater than or equal to 3.0 dBA) on four of the 105 total roadway links modeled:

- ❑ Park Plaza Drive – West of Towne Center Drive;
- ❑ Artesia Boulevard – between Shoemaker and Carmenita;
- ❑ Artesia Boulevard – between Bloomfield Avenue and Shoemaker Avenue; and
- ❑ Carmenita Road – North of 166<sup>th</sup> Street.

**Table 4.6-9  
Ultimate Exterior Noise Exposure Adjacent to Nearby Roadways, Year 2020**

Location	ADT <sup>1</sup> (Veh/Day)	CNEL <sup>2</sup> @ 100 Ft.	Distance to Contours (Ft.) <sup>3</sup>		
			70 dBA	65 dBA	60 dBA
<b>ARTESIA BOULEVARD</b>					
Palo Verde to Studebaker	25,000	64	45	97	208
Studebaker to Gridley	18,800	62	37	80	172
Gridley to Norwalk	21,000	63	40	86	185
Norwalk to Bloomfield	21,300	63	40	87	187
Bloomfield to Shoemaker	32,400	65	53	115	247
Shoemaker to Carmenita	36,300	67	70	151	325
Carmenita to Marquardt	24,300	65	54	116	249
Marquardt to Valley View	20,700	64	48	104	224
<b>BLOOMFIELD AVENUE</b>					
North of 166 <sup>th</sup>	26,500	64	47	100	216
166 <sup>th</sup> to SR-91 Freeway	32,300	65	53	115	247
SR-91 Freeway to Artesia	32,800	65	54	116	250
Artesia to Towne Center Drive	26,800	64	47	101	218
Towne Center Drive to 183 <sup>rd</sup>	26,800	64	47	101	218
183 <sup>rd</sup> to South Street	22,600	63	42	90	195
South Street to 195 <sup>th</sup>	20,600	63	39	85	183
195 <sup>th</sup> to Del Amo	22,600	63	42	90	195
<b>CARMENITA ROAD</b>					
North of 166 <sup>th</sup>	23,400	65	52	113	242
166 <sup>th</sup> to Artesia	25,200	65	55	118	255
Artesia to 183 <sup>rd</sup>	28,600	66	60	129	278
183 <sup>rd</sup> to SR-91 Freeway	30,500	65	51	110	238
South of South Street	26,900	64	47	102	219
<b>DEL AMO BOULEVARD</b>					
East of Studebaker	30,200	65	51	110	236
West of Mapes	33,000	65	54	116	250
Pioneer to Norwalk	29,300	64	50	107	232
Norwalk to Bloomfield	23,300	63	43	92	199
East of Bloomfield	18,700	62	37	80	172
<b>GRIDLEY ROAD</b>					
North of Artesia	7,900	59	21	45	97
Artesia to 183 <sup>rd</sup>	13,000	61	29	63	135
183 <sup>rd</sup> to South Street	17,000	62	35	75	161
South Street to 195 <sup>th</sup>	9,600	60	24	51	110
<b>MARQUARDT AVENUE</b>					
North of 166 <sup>th</sup>	13,500	62	36	78	168
166 <sup>th</sup> to Artesia	14,100	63	37	80	173
South of Artesia	14,500	63	38	82	176
Artesia to 183 <sup>rd</sup>	15,800	63	40	87	187
South of 183 <sup>rd</sup>	16,700	62	34	74	159

**Table 4.6-9 - Continued**  
**Ultimate Exterior Noise Exposure Adjacent to Nearby Roadways, Year 2020**

Location	ADT <sup>1</sup> (Veh/Day)	CNEL <sup>2</sup> @ 100 Ft.	Distance to Contours (Ft.) <sup>3</sup>		
			70 dBA	65 dBA	60 dBA
<b>NORWALK BOULEVARD</b>					
North of 166 <sup>th</sup>	20,800	62	32	69	148
166 <sup>th</sup> to SR-91 Freeway	31,800	65	53	113	244
SR-91 Freeway to Artesia	28,400	64	49	105	227
North of 195 <sup>th</sup>	20,700	63	40	85	184
South of 195 <sup>th</sup>	19,600	63	38	82	177
<b>PALO VERDE AVENUE</b>					
Artesia to 183 <sup>rd</sup>	12,400	61	28	61	130
South of 183 <sup>rd</sup>	14,900	62	32	68	147
North of South Street	15,300	62	32	70	150
<b>PARK PLAZA DRIVE</b>					
West of Towne Center Drive	6,100	53	8	18	39
West of Shoemaker	15,800	57	16	34	74
<b>PIONEER BOULEVARD</b>					
South Street to 195 <sup>th</sup>	19,000	63	37	81	173
South of 195 <sup>th</sup>	18,600	62	37	79	171
North of South Street	21,800	63	41	88	190
<b>SHOEMAKER AVENUE</b>					
North of 166 <sup>th</sup>	13,900	61	30	65	141
166 <sup>th</sup> to Artesia	16,900	62	35	74	160
Artesia to Park Plaza	17,300	62	35	76	163
Park Plaza to 183 <sup>rd</sup>	15,700	62	33	71	153
183 <sup>rd</sup> to South Street	12,300	61	28	60	130
South of South Street	5,800	57	17	36	79
<b>SOUTH STREET</b>					
West of Studebaker	37,500	65	59	127	273
Studebaker to I-605 Freeway	47,900	66	69	149	321
I-605 Freeway to Gridley	50,800	67	72	155	334
Gridley to Pioneer	30,100	64	51	109	235
Pioneer to Bloomfield	28,900	64	49	107	229
Bloomfield to Shoemaker	29,000	64	50	107	230
Shoemaker to Carmenita	28,700	64	49	106	228
East of Carmenita	19,100	63	38	81	174
<b>STUDEBAKER ROAD</b>					
Alondra to 166 <sup>th</sup>	31,300	65	52	112	242
166 <sup>th</sup> to SR-91 Freeway	22,400	63	42	90	193
SR-91 Freeway to Artesia	28,100	64	48	104	225
Artesia to 183 <sup>rd</sup>	20,400	63	39	84	182
183 <sup>rd</sup> to South Street	26,500	63	38	81	174
South Street to 195 <sup>th</sup>	12,900	61	29	62	134
South of 195 <sup>th</sup>	11,800	60	27	59	126

**Table 4.6-9 - Continued**  
**Ultimate Exterior Noise Exposure Adjacent to Nearby Roadways, Year 2020**

Location	ADT <sup>1</sup> (Veh/Day)	CNEL <sup>2</sup> @ 100 Ft.	Distance to Contours (Ft.) <sup>3</sup>		
			70 dBA	65 dBA	60 dBA
<b>TOWNE CENTER DRIVE</b>					
Bloomfield to Park Plaza E	16,800	58	17	36	77
Park Plaza E to 183 <sup>rd</sup>	8,500	55	10	23	49
<b>VALLEY VIEW AVENUE</b>					
North of Artesia	35,100	66	69	148	318
Artesia to 183 <sup>rd</sup>	31,600	66	64	138	296
<b>166<sup>TH</sup> STREET</b>					
West of Studebaker	1,500	47	3	7	15
Studebaker to Gridley	11,000	59	21	45	97
West of Norwalk	10,800	59	21	44	96
Norwalk to Bloomfield	11,300	60	26	57	123
Bloomfield to Shoemaker	14,700	61	31	68	146
Shoemaker to Carmenita	12,900	61	29	62	134
Carmenita to Marquardt	5,300	57	16	34	74
East of Marquardt	2,400	52	8	16	35
<b>183<sup>RD</sup> STREET</b>					
Palo Verde to Studebaker	14,100	61	31	66	142
Studebaker to Gridley	14,700	60	25	55	117
West of Bloomfield	13,400	61	30	64	137
Bloomfield to Shoemaker	14,100	61	31	66	142
Shoemaker to Carmenita	14,500	61	31	67	145
Carmenita to Marquardt	10,500	60	25	54	117
Marquardt to Valley View	2,400	54	9	20	44
<b>195<sup>TH</sup> STREET</b>					
Studebaker to Gridley	6,600	58	18	40	86
Gridley to Pioneer	12,100	61	28	60	128
Pioneer to Norwalk	13,800	61	30	65	140
Norwalk to Bloomfield	8,700	59	22	48	103
Bloomfield to Shoemaker	5,200	57	16	34	73
<b>I-605 FREEWAY</b>					
Alondra to SR-91 Freeway	345,150	78	517	1,115	2,401
SR-91 Freeway to South Street	310,700	78	483	1,040	2,241
South Street to Del Amo Boulevard	296,400	78	467	1,007	2,170

**Table 4.6-9 - Continued**  
**Ultimate Exterior Noise Exposure Adjacent to Nearby Roadways, Year 2020**

Location	ADT <sup>1</sup> (Veh/Day)	CNEL <sup>2</sup> @ 100 Ft.	Distance to Contours (Ft.) <sup>3</sup>		
			70 dBA	65 dBA	60 dBA
<b>SR-91 FREEWAY</b>					
I-605 Freeway to Pioneer Boulevard	321,250	78	493	1,063	2,290
Pioneer Boulevard to Norwalk Boulevard	312,500	78	484	1,043	2,248
Norwalk to Bloomfield Avenue	301,250	78	473	1,018	2,193
Bloomfield Avenue to Artesia Boulevard	278,750	78	449	968	2,085
Artesia Boulevard to Carmenita Road	258,750	77	427	920	1,982
Carmenita Road to Marquardt Avenue	246,250	77	413	891	1,919

<sup>1</sup> ADT means average daily two-way traffic volume.

<sup>2</sup> CNEL values are calculated at 100 feet from the centerline (noise levels averaged up to the nearest whole number).

<sup>3</sup> All distances are measured from the centerline.

R/W-Noise contour located with the roadway right-of-way (ROW).

Estimates do not adjust for any existing noise barriers and are for traffic use only.

I-605 Freeway ADT based upon a growth factor of 1.30, according to estimate of California Department of Transportation.

SR-91 Freeway ADT based upon a growth factor of 1.25, according to estimate of California Department of Transportation.

FHWA-RD-77-108 noise model runs assumed a distance of 84 feet for "centerline distance" data for all freeway links.

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**CERRITOS  
GENERAL PLAN EIR**

**LEGEND**

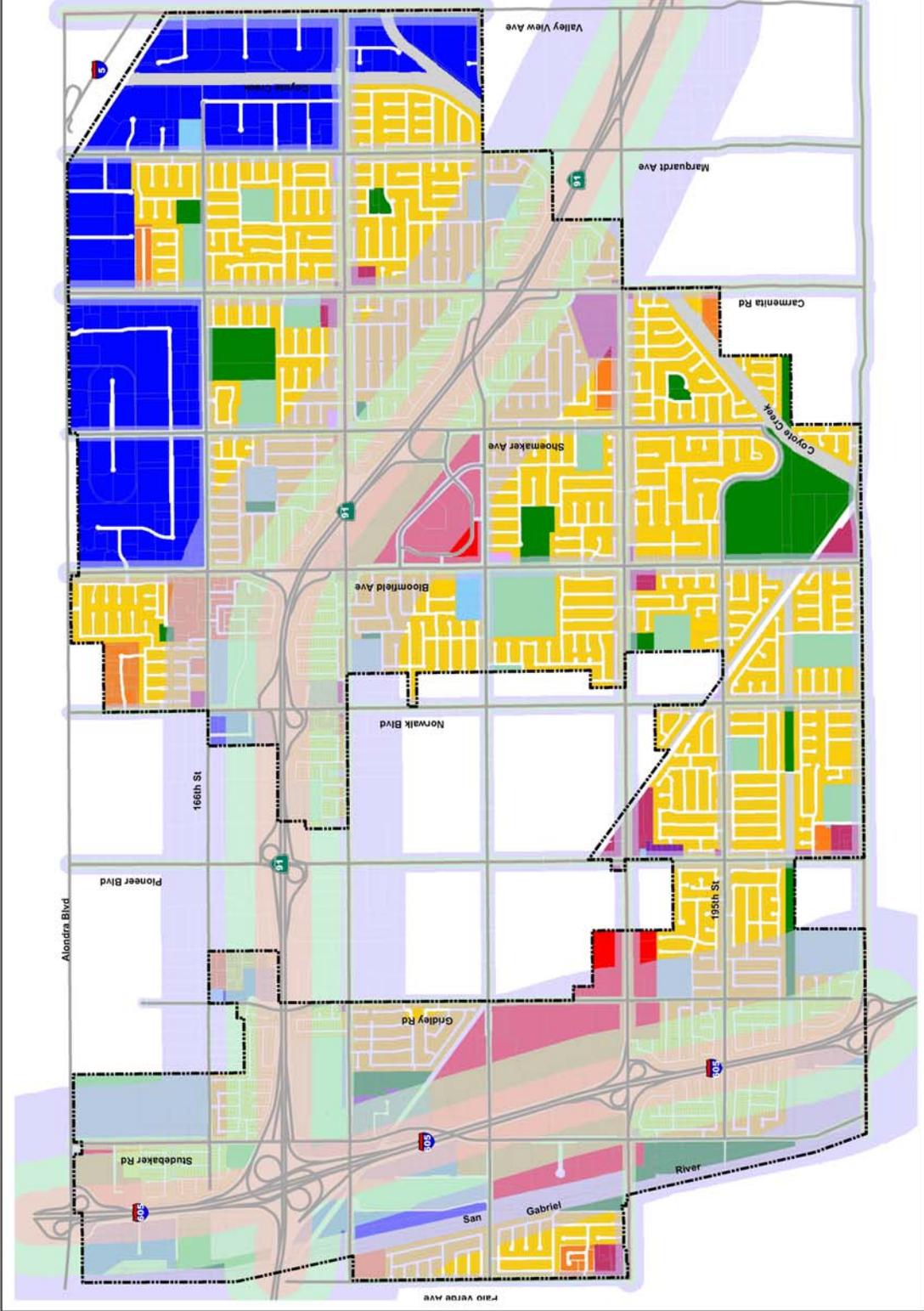
- Noise Levels
  - 60 CNEL
  - 65 CNEL
  - 70 CNEL
- Land Use Designations
  - Low Density
  - Medium Density
  - Office Professional Commercial
  - Community Commercial
  - Regional Commercial
  - Industrial Commercial
  - Light Industrial
  - Educational Use
  - Parks and Open Space
  - Public and Quasi Public
  - Utility and Flood Control
- City Limits

Note: The noise contours shown on the map reflect traffic noise only. The traffic volumes for arterial roadways are based upon the ADT's shown in the Cerritos General Plan traffic analysis, prepared by Kimley Horn & Associates, dated December 2001. 2020 ADT volumes on the 605 Freeway were calculated by multiplying existing ADT's by a growth factor of 1.50. 2020 ADT volumes on the 91 Freeway were calculated by multiplying existing ADT's by a growth factor of 1.25.

1 INCH = 2000 FEET



Source: GIS Data, City of Cerritos



**General Plan Buildout Noise Contours, 2020**

Exhibit 4.6-3

JN: 10-100483  
May 24, 2004



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**Table 4.6-10  
Projected Increase in Motor Vehicle Noise**

<b>Location</b>	<b>Existing (2001) CNEL @ 100 Ft.</b>	<b>Future (2020) CNEL @ 100 Ft.</b>	<b>Difference</b>	<b>Potentially Significant?¹</b>
<b>ARTESIA BOULEVARD</b>				
Palo Verde to Studebaker	63	64	1	No
Studebaker to Gridley	62	62	0	No
Gridley to Norwalk	63	63	0	No
Norwalk to Bloomfield	63	63	0	No
Bloomfield to Shoemaker	62	65	3	<b>Yes</b>
Shoemaker to Carmenita	64	67	3	<b>Yes</b>
Carmenita to Marquardt	64	65	1	No
Marquardt to Valley View	64	64	0	No
<b>BLOOMFIELD AVENUE</b>				
North of 166 <sup>th</sup>	64	64	0	No
166 <sup>th</sup> to SR-91 Freeway	64	65	1	No
SR-91 Freeway to Artesia	63	65	2	No
Artesia to Towne Center Drive	63	64	1	No
Towne Center Drive to 183 <sup>rd</sup>	63	64	1	No
183 <sup>rd</sup> to South Street	62	63	1	No
South Street to 195 <sup>th</sup>	62	63	1	No
195 <sup>th</sup> to Del Amo	63	63	0	No
<b>CARMENITA ROAD</b>				
North of 166 <sup>th</sup>	62	65	3	<b>Yes</b>
166 <sup>th</sup> to Artesia	63	65	2	No
Artesia to 183 <sup>rd</sup>	64	66	1	No
183 <sup>rd</sup> to SR-91 Freeway	64	65	1	No
South of South Street	64	64	0	No
<b>DEL AMO BOULEVARD</b>				
East of Studebaker	64	65	1	No
West of Mapes	65	65	0	No
Pioneer to Norwalk	64	64	0	No
Norwalk to Bloomfield	63	63	0	No
East of Bloomfield	62	62	0	No
<b>GRIDLEY ROAD</b>				
North of Artesia	57	59	2	No
Artesia to 183 <sup>rd</sup>	60	61	1	No
183 <sup>rd</sup> to South Street	62	62	0	No
South Street to 195 <sup>th</sup>	59	60	1	No
<b>MARQUARDT AVENUE</b>				
North of 166 <sup>th</sup>	62	62	0	No
166 <sup>th</sup> to Artesia	62	63	1	No
South of Artesia	62	63	1	No
Artesia to 183 <sup>rd</sup>	63	63	0	No
South of 183 <sup>rd</sup>	62	62	0	No

**Table 4.6-10 - Continued  
Projected Increase in Motor Vehicle Noise**

<b>Location</b>	<b>Existing (2001) CNEL @ 100 Ft.</b>	<b>Future (2020) CNEL @ 100 Ft.</b>	<b>Difference</b>	<b>Potentially Significant?¹</b>
<b>NORWALK BOULEVARD</b>				
North of 166 <sup>th</sup>	62	62	0	No
166 <sup>th</sup> to SR-91 Freeway	64	65	1	No
SR-91 Freeway to Artesia	64	64	0	No
North of 195 <sup>th</sup>	62	63	1	No
South of 195 <sup>th</sup>	62	63	1	No
<b>PALO VERDE AVENUE</b>				
Artesia to 183 <sup>rd</sup>	59	61	2	No
South of 183 <sup>rd</sup>	60	62	2	No
North of South Street	60	62	2	No
<b>PARK PLAZA DRIVE</b>				
West of Towne Center Drive	50	53	3	No
West of Shoemaker	57	57	0	No
<b>PIONEER BOULEVARD</b>				
South Street to 195 <sup>th</sup>	62	63	1	No
South of 195 <sup>th</sup>	62	62	0	No
North of South Street	62	63	1	No
<b>SHOEMAKER AVENUE</b>				
North of 166 <sup>th</sup>	62	61	-1	No
166 <sup>th</sup> to Artesia	62	62	0	No
Artesia to Park Plaza	61	62	1	No
Park Plaza to 183 <sup>rd</sup>	60	62	2	No
183 <sup>rd</sup> to South Street	60	61	1	No
South of South Street	57	57	0	No
<b>SOUTH STREET</b>				
West of Studebaker	65	65	0	No
Studebaker to I-605 Freeway	64	66	2	No
I-605 Freeway to Gridley	65	66	1	No
Gridley to Pioneer	64	64	0	No
Pioneer to Bloomfield	64	64	0	No
Bloomfield to Shoemaker	64	64	0	No
Shoemaker to Carmenita	64	64	0	No
East of Carmenita	62	63	1	No
<b>STUDEBAKER ROAD</b>				
Alondra to 166 <sup>th</sup>	64	65	1	No
166 <sup>th</sup> to SR-91 Freeway	63	63	0	No
SR-91 Freeway to Artesia	64	64	0	No
Artesia to 183 <sup>rd</sup>	62	63	1	No
183 <sup>rd</sup> to South Street	62	63	1	No
South Street to 195 <sup>th</sup>	60	61	1	No
South of 195 <sup>th</sup>	60	60	0	No

**Table 4.6-10 - Continued  
Projected Increase in Motor Vehicle Noise**

<b>Location</b>	<b>Existing (2001) CNEL @ 100 Ft.</b>	<b>Future (2020) CNEL @ 100 Ft.</b>	<b>Difference</b>	<b>Potentially Significant?¹</b>
<b>TOWNE CENTER DRIVE</b>				
Bloomfield to Park Plaza E	58	58	0	No
Park Plaza E to 183 <sup>rd</sup>	53	55	2	No
<b>VALLEY VIEW AVENUE</b>				
North of Artesia	66	66	0	No
Artesia to 183 <sup>rd</sup>	65	66	1	No
<b>166<sup>TH</sup> STREET</b>				
West of Studebaker	47	47	0	No
Studebaker to Gridley	59	59	0	No
West of Norwalk	59	59	0	No
Norwalk to Bloomfield	59	60	1	No
Bloomfield to Shoemaker	61	61	0	No
Shoemaker to Carmenita	61	61	0	No
Carmenita to Marquardt	57	57	0	No
East of Marquardt	52	52	0	No
<b>183<sup>RD</sup> STREET</b>				
Palo Verde to Studebaker	61	61	0	No
Studebaker to Gridley	60	60	0	No
West of Bloomfield	59	61	2	No
Bloomfield to Shoemaker	61	61	0	No
Shoemaker to Carmenita	61	61	0	No
Carmenita to Marquardt	60	60	0	No
Marquardt to Valley View	53	54	1	No
<b>195<sup>TH</sup> STREET</b>				
Studebaker to Gridley	58	58	0	No
Gridley to Pioneer	60	61	1	No
Pioneer to Norwalk	60	61	1	No
Norwalk to Bloomfield	58	59	1	No
Bloomfield to Shoemaker	56	57	1	No
<b>I-605 FREEWAY</b>				
Alondra to SR-91 Freeway	78	79	1	N/A
SR-91 Freeway to South Street	77	78	1	N/A
South Street to Del Amo Blvd.	77	78	1	N/A

**Table 4.6-10 - Continued  
Projected Increase in Motor Vehicle Noise**

Location	Existing (2001) CNEL @ 100 Ft.	Future (2020) CNEL @ 100 Ft.	Difference	Potentially Significant? <sup>1</sup>
<b>SR-91 FREEWAY</b>				
I-605 Freeway to Pioneer Blvd.	77	78	1	N/A
Pioneer Blvd. to Norwalk Blvd.	77	78	1	N/A
Norwalk Blvd. to Bloomfield Ave.	77	78	1	N/A
Bloomfield Ave. to Artesia Blvd.	77	78	1	N/A
Artesia Blvd. to Carmenita Rd.	77	77	0	N/A
Carmenita Rd. to Marquardt Ave.	76	77	1	N/A
<p>1 Significance determination based upon the criteria listed in Table 4.6-8, Significance of Changes in Cumulative Noise Exposure.                      N/A Significance of traffic noise impacts generated along the I-605 and SR-91 Freeways to nearby roadway segments would be evaluated in accordance with Caltrans noise standards.</p>				

Fifty-three surface street links modeled are projected to contribute to a noise increase between 1.0 dBA and 2.0 dBA. Forty-seven inaudible noise increases (less than 1.0 dBA) are projected to occur adjacent to the surface street links analyzed within the City. One surface street link would experience a decrease in CNEL at 100 feet from the centerline. Table 4.6-10 also indicates that the SR-91 Freeway would generate inaudible noise increases for all links analyzed.

According to the impact thresholds established in Table 4.6-8, three of the roadway links are considered to have a potentially significant projected noise increase:

- Artesia Boulevard – Bloomfield to Shoemaker;
- Artesia Boulevard – Shoemaker to Carmenita; and
- Carmenita Road – North of 166<sup>th</sup>.

As previously noted, changes in community noise levels of less than 3 dBA are normally not noticeable and are therefore considered less than significant. Significant noise impacts (greater than 3 dBA) can be reduced to less than significant levels through a variety of measures. 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.

Noise attenuation is achieved when the direct noise path (i.e., roadway) is interrupted, but still close to the barrier (soundwall). Such noise “diffraction” generally occurs when the direct noise path is within 1.5 meter (5 feet) the top of barrier for the average traffic source and receiver distances encountered in near roadway noise environments. The noise attenuation provided by this situation is between 0 - 5 dBA: 5 dBA when the noise

path approaches the grazing point and near 0 dBA when it clears the top of barrier by approximately 1.5 meter (5 feet) or more.

The three roadway segments along Artesia Boulevard and Carmenita Road that exceed the thresholds in Table 4.6-8 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. However, should the City receive complaints from the residential or other noise-sensitive uses along Artesia Boulevard and Carmenita Road in the future, the noise levels should be investigated through the preparation of a noise assessment. The noise assessment shall verify existing noise levels, ensure that noise-sensitive uses are not impacted and recommend mitigation measures, as appropriate, to ensure that the City's Noise Ordinance criteria are not exceeded.

Compliance with the City Noise Ordinance, adherence to the recommended mitigation measure and implementation of the proposed General Plan Update policies would reduce long-term traffic noise impacts (2020 conditions) generated within the project area to a less than significant level.

**Policies in the Proposed General Plan Update:** The Noise Element contains the following policies:

- N-1.2      Ensure noise mitigation measures are included in the design of new developments.
- N-2.1      Continuously review the Noise Ordinance to ensure noise-generating uses are adequately addressed.
- 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 residential uses in the vicinity of non-residential uses.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measures are recommended to further reduce noise impacts.

- MM-N-1      If noise complaints are received by the City from noise-sensitive land uses along Artesia Boulevard and Carmenita Road, a noise assessment shall be prepared, to the satisfaction of the Community

Development Director. The noise assessment shall review existing noise sources and make recommendations to ensure that the criteria established in the City of Cerritos Noise Ordinance is not exceeded for the noise-sensitive uses.

**Level of Significance After Policies/Mitigation:** Less than Significant Impact.

## STATIONARY NOISE

### ■ STATIONARY NOISES WITHIN THE CITY MAY IMPACT ADJACENT LAND USES.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** A variety of stationary noise sources are located throughout the City, primarily consisting of commercial and light industrial mechanical equipment, air conditioning units, compressors and similar equipment. This equipment is typically fitted with noise muffling devices. As part of the City approval for any land use involving such stationary noise sources, the City requires an acoustic study to demonstrate that the stationary noise sources would not exceed City Noise Ordinance limits at the adjacent property line. Currently, the City is approximately 99 percent built out with only 73 acres of vacant or underutilized land left for development purposes. Future development plans for the City primarily designate this land for residential uses. Implementation of the proposed General Plan Update policies below would serve to ensure that stationary noise impacts are reduced to less than significant levels.

**Policies in the Proposed General Plan Update:** The Noise Element contains the following 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-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 residential uses in the vicinity of non-residential uses.  |

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

#### 4.6.6 UNAVOIDABLE SIGNIFICANT IMPACTS

All noise impacts associated with implementation of the proposed General Plan Update would be less than significant by adherence to and/or compliance with policies in the proposed General Plan Update and with the imposition of mitigation measures. No unavoidable significant noise impacts would occur as a result of buildout of the proposed General Plan Update.

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## 4.7 GEOLOGY AND SEISMIC HAZARDS

This section describes the existing conditions related to the geologic and seismic characteristics within the City of Cerritos. Geologic and seismic impacts that could result from implementation of the proposed General Plan Update are identified and appropriate mitigation measures are provided.

### 4.7.1 ENVIRONMENTAL SETTING

#### GEOLOGY AND SOILS

Cerritos is located in the northeastern portion of the coastal plain. In this area sedimentary and volcanic rocks in the subsurface attain great thickness. Alluvial deposits about 1,000 feet in thickness, consisting predominantly of marine and non-marine sand and silt underlie this portion of the coastal plain. Newer alluvial deposits exist along the San Gabriel River.

#### SEISMIC HAZARDS

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

#### EARTHQUAKE FAULTS

Active faults and historically destructive earthquakes characterize Southern California. Although there are no identified Alquist-Priolo Earthquake Fault Zones within the City of Cerritos, there are several known faults within close proximity. These faults include: Newport-Inglewood Fault Zone, Whittier-Elsinore Fault, Norwalk Fault and Elysian Park Fault. The closest fault is the projected trace of the buried Norwalk Fault, approximately one mile to the north of Cerritos. The San Andreas Fault is located further from Cerritos than other faults, but has the potential for larger magnitude earthquakes. Exhibit 4.7-1, *Regional Fault Map*, depicts the location of the faults in Southern California.

#### Newport-Inglewood Fault Zone

The Newport-Inglewood Fault Zone is a series of northwesterly trending folded hills and echelon faults extending over 40 miles from the Santa Monica Mountains to the offshore area near Newport Beach. The fault segments are:

- ❑ Charnook Fault;
- ❑ Overland Avenue Fault;

- ❑ Inglewood Fault;
- ❑ Portrero Fault;
- ❑ Avalon-Compton Fault;
- ❑ Cherry Hill Fault; and
- ❑ Seal Beach Fault.

This zone is seismically active with numerous recorded earthquakes, including the historic Long Beach Earthquake of 1933 registering a 6.3 magnitude. This fault zone could generate a 7.6-plus magnitude maximum credible earthquake.

### **Whittier-Elsinore Fault**

The Whittier fault extends over 20 miles from the Whittier Narrows southeasterly to the Santa Ana River where it merges with the southeasterly trending Elsinore fault. These two faults combined with smaller faults, form the Whittier-Elsinore fault zone. While no major or moderate size earthquakes have occurred along the Whittier fault, micro seismic data has been seen, verifying its seismic activity.

### **Norwalk Fault**

The Norwalk fault is approximately 16 miles long and is located generally one mile to the north of Cerritos. Seismic activity has occurred along the fault.

### **Elysian Park Fault**

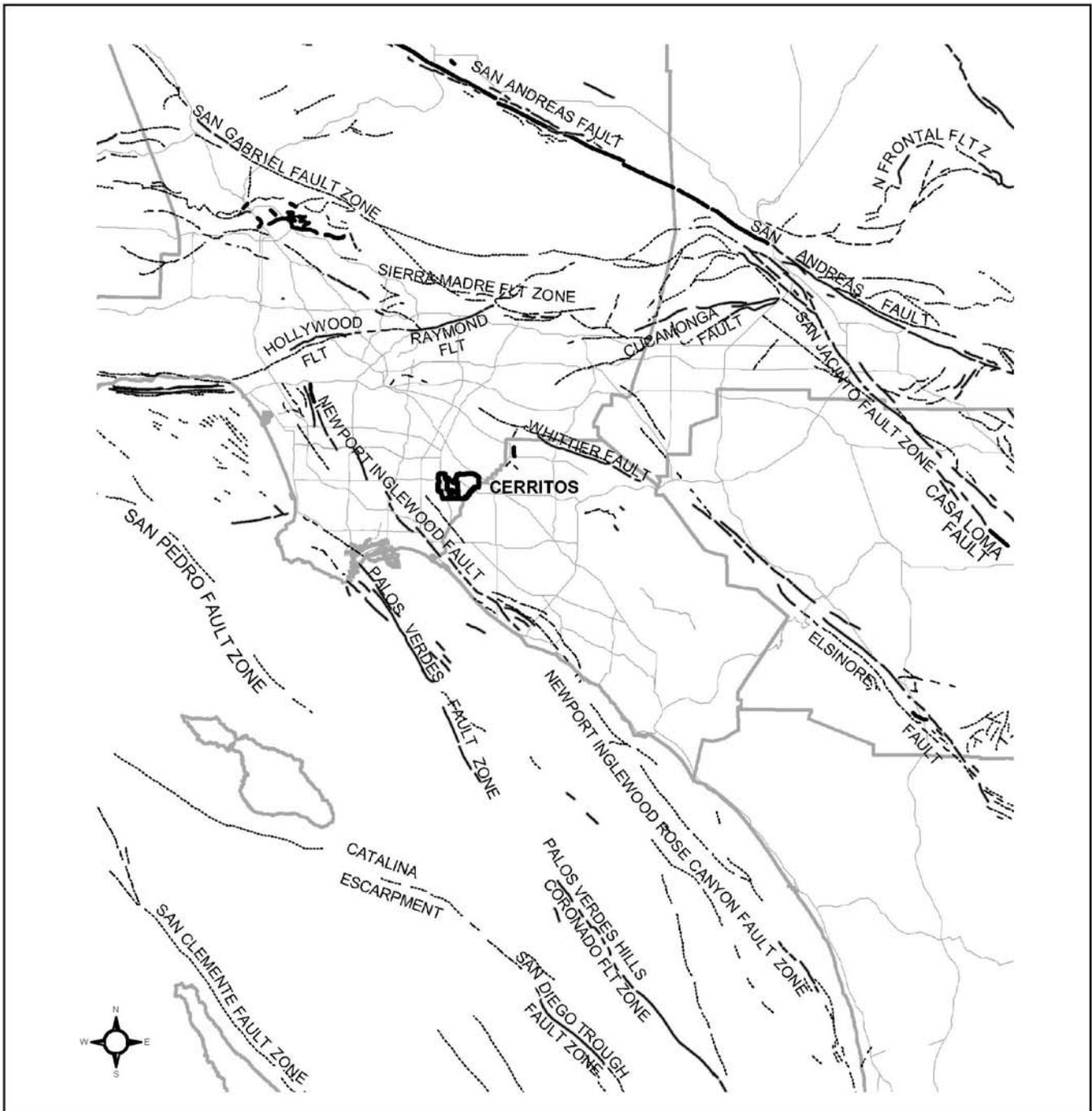
The Elysian Park Fault is located approximately 15 miles north of Cerritos, in the Montebello and Monterey Park areas. This fault produced the 5.9 magnitude Whittier Narrows earthquake.

### **San Andreas Fault**

The San Andreas Fault is 50 miles to the northeast of Cerritos. The fault extends more than 600 miles over the length of California. An earthquake along the San Andreas Fault zone could affect most of Southern California. Several earthquakes have been attributed to this fault. It is estimated by geologists that this fault may be capable of generating an earthquake of magnitude 8.5 on the Richter scale.

## **SURFACE RUPTURE AND GROUND SHAKING**

Surface rupture from earthquakes is unlikely to occur in Cerritos as no faults have been identified within the City boundaries. The nearest fault, the Norwalk fault, is located approximately one mile north of Cerritos. Other faults within the area include the Newport-Inglewood, Whittier-Elsinore and Elysian Park faults.



- 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 4.7-1

The impacts of earthquakes on Cerritos depend on the particular fault, fault location, distance from the City and magnitude of the earthquake. These factors determine the degree of shaking that would occur in the City. The City of Cerritos lies on the coastal plain. Soils consisting predominantly of marine and non-marine sand and silt underlie this portion of the coastal plain. Newer alluvial deposits exist along the San Gabriel River.

## LIQUEFACTION HAZARDS

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, the entire City of Cerritos is in a liquefaction hazard zone (refer to [Exhibit 4.7-2, \*Potential Liquefaction Areas\*](#)). Liquefaction is associated with intense ground shaking, wherein the strength and stiffness of a soil is reduced. Liquefaction occurs in saturated soils, where the space between individual solid particles is completely filled with water. This water exerts a pressure on soil particles that influence how tightly the particles themselves are pressed together. Earthquake shaking can cause the water pressure to increase to the point where the soil particles can readily move with respect to each other. Its effects are most commonly observed in low-lying areas.

## HAZARDOUS BUILDINGS

A substantial amount of buildings in Cerritos have been built under recent building codes and design criteria, which were developed after the 1971 San Fernando earthquake. 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 as well as partial collapse of some tilt-up and concrete block buildings built prior to March 1972.

## SEISMIC RESPONSE

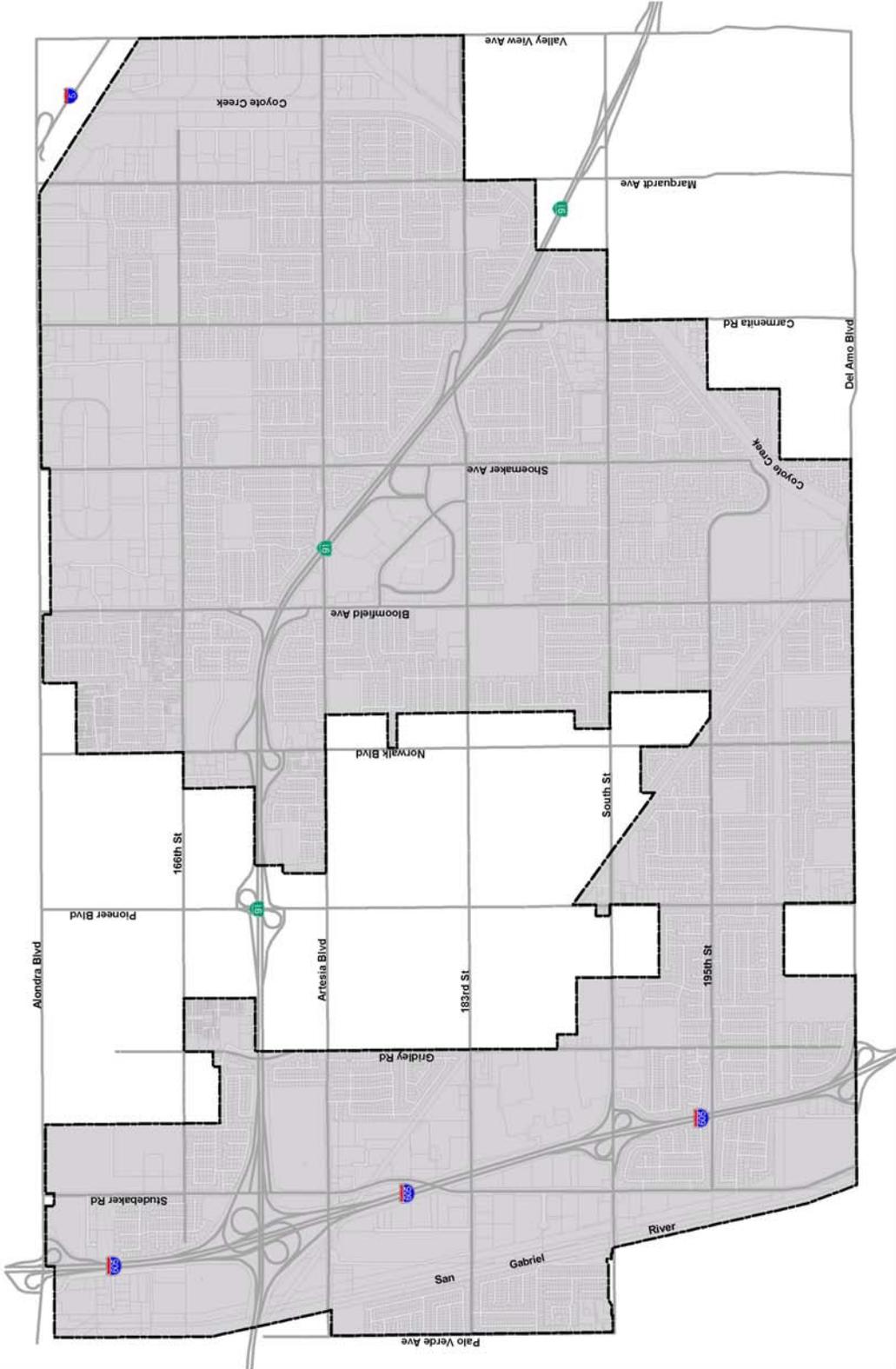
Complying with the Standardized Emergency Management System requirements of State law, the City of Cerritos has prepared a Multi-Hazard Functional Plan for emergency response within the City. Critical areas within the City are identified along with areas for meeting and staging, communication and evacuation routes in the event of an emergency. An Emergency Operation Center (EOC) is provided within the Sheriff Station adjacent to City Hall for seismic and other disaster situations. The EOC is fully equipped with emergency communication equipment and cooking, showering and sleeping facilities. A citywide operating system has been implemented should other communication systems fail. The City's emergency evacuation routes are shown in [Exhibit 4.7-3, \*Emergency Evacuation Routes\*](#).

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**GENERAL PLAN EIR**

**LEGEND**  
 ■ Potential Liquefaction Areas  
 ~ City Limits



**GIS**  
 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**

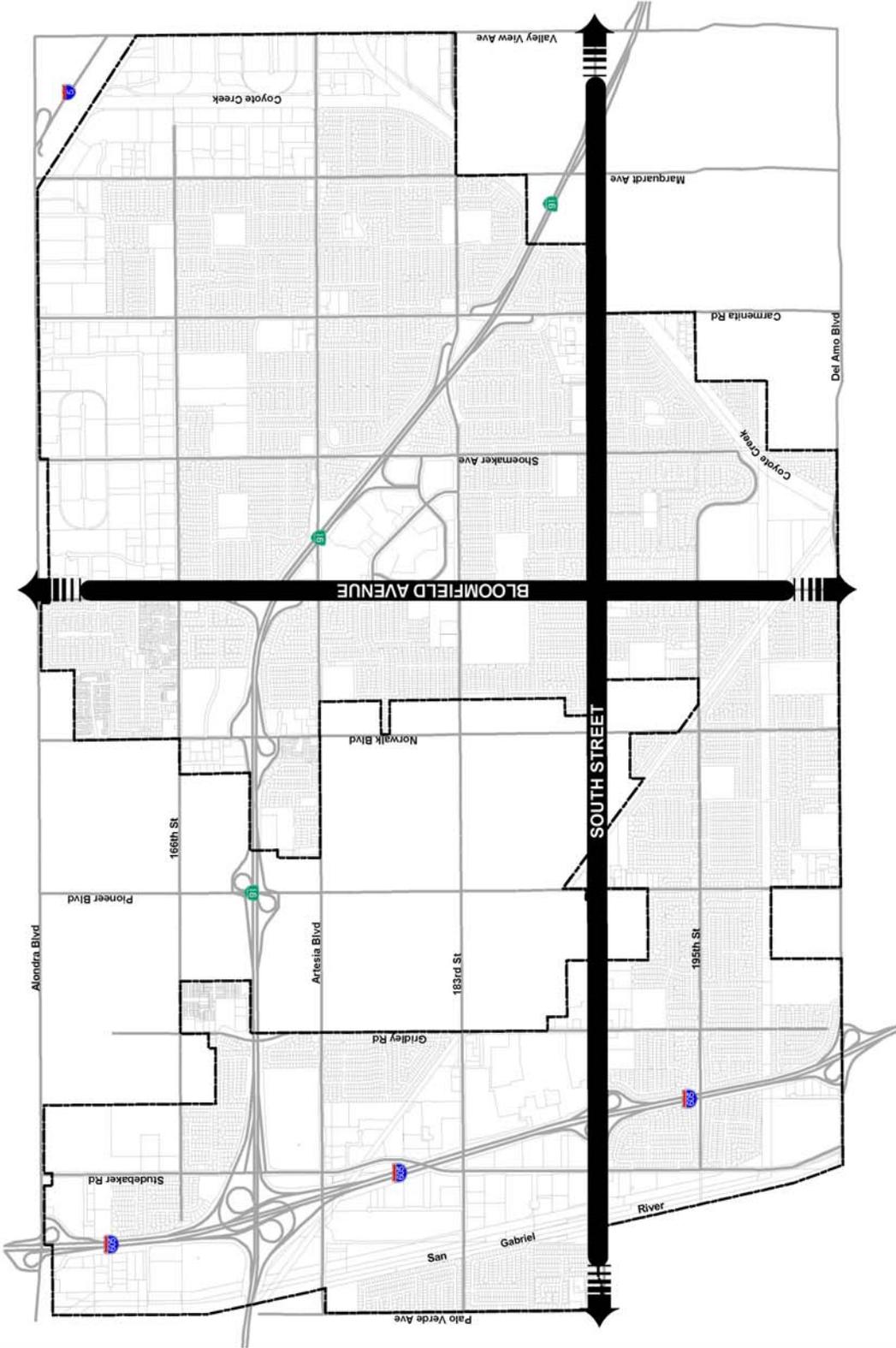
Exhibit 4.7-2

JN: 10100483  
 May 24, 2004





Source: GIS Data, City of Cerritos



Emergency Evacuation Routes

Exhibit 4.7-3

JN: 10100483  
 May 24, 2004



## LANDSLIDES

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.

### 4.7.2 STANDARDS OF SIGNIFICANCE

#### SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Geologic and seismic impacts resulting from the implementation of the proposed General Plan Update could be considered significant if they cause any of the following results:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving;
- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
- Strong seismic ground shaking;
- Seismic-related ground failure, including liquefaction;
- Landslides;
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risk to life or property; and/or
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water (refer to Section 7.0, *Effects Found Not To Be Significant*).

Based on these standards, the effects of the proposed project have been characterized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant impact level through the application of mitigation, it is categorized as a significant and unavoidable impact.

### 4.7.3 IMPACTS AND MITIGATION MEASURES

#### FAULT RUPTURE

- FUTURE DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN GEOLOGIC OR SEISMIC HAZARDS WITH RESPECT TO RUPTURE OF A KNOWN EARTHQUAKE FAULT.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** The Southern California area is characterized by its seismic activity. The City of Cerritos is not situated directly above any active or potentially active faults. However, there are several known faults within close proximity to the City. They include: the Charnook Fault, Overland Avenue Fault, Inglewood Fault, Portrero Fault, Avalon-Compton Fault, Cherry Hill Fault and Seal Beach Fault.

Buildout of the City according to the proposed General Plan Update would not result in any impacts related to fault rupture beyond those that may presently exist within the City. Additionally, Cerritos has identified the protection of its residents from potential harm due to a seismic event as one of its goals (SAF-2). Specific policies include ensuring building code standards are enforced and maintained to reduce the effects of a seismic event (SAF-2.2). Implementation of the proposed General Plan Update would result in less than significant impacts.

**Policies in the Proposed General Plan Update:**

- SAF-2.1 Provide instructional materials, classes and other education resources to ensure residents and the day-time population is 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 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## LANDSLIDES

- THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN GEOLOGIC OR SEISMIC HAZARDS WITH RESPECT TO LANDSLIDES.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** Cerritos is predominately built out, and any future development would occur on vacant and underutilized lands. In addition, the City of Cerritos has a relatively flat topography with no more than a five to ten foot change in elevation throughout the City. 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. As a result, no mitigation in compliance with Public Resources Code 2693 (c) would be required. Thus, any impacts would be less than significant in this regard.

**Policies in the Proposed General Plan Update:** No policies within the proposed General Plan Update pertain to potential impacts resulting from landslides.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## SOIL EROSION

- FUTURE DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN IMPACTS RELATED TO SOIL EROSION OR THE LOSS OF TOPSOIL.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** Topographically, the City of Cerritos is predominately flat, resulting in a low potential for soil erosion. Future development resulting from implementation of the proposed General Plan Update would occur on vacant and underutilized land, with minimal soil erosion or loss of topsoil. The soils underlying Cerritos are younger alluvium comprised of sand and silt. Impacts resulting from soil erosion or loss of topsoil from implementation of the proposed General Plan Update would be less than significant.

**Policies in the Proposed General Plan Update:** No policies within the proposed General Plan Update pertain to potential impacts resulting from soil erosion or loss of topsoil.

**Mitigation Measures:** The following mitigation measure is recommended to further reduce any impacts.

MM-GEO-1 Grading plans for development projects shall include an approved drainage and erosion control plan to minimize the impacts from erosion and sedimentation during grading. Plans should conform to all standards adopted by the City and meet the requirements of Storm Water Pollution Prevention Plans (SWPPS) required by California State Water Resources Control Board.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## SEISMIC GROUND SHAKING

- THE CITY OF CERRITOS MAY BE SUBJECT TO HIGH LEVELS OF GROUND SHAKING DURING A SEISMIC EVENT. THIS MAY RESULT IN SUBSTANTIAL DAMAGE TO SOME BUILDINGS WITHIN THE COMMUNITY.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** Earthquakes are a common occurrence in Southern California. Development under the proposed General Plan Update may result in the addition of up to 179 residential units and approximately 2.5 million square feet of non-residential uses, thereby exposing more people (residents and employees) to the effects of ground shaking from regionally generated earthquakes.

Strong seismic ground shaking could result in substantial damage to some buildings within the City of Cerritos. Most structures and infrastructure within the City were built after the 1971 San Fernando earthquake, implementing modern building codes and design standards. However, there is the possibility of partial to total collapse of buildings built prior to 1933 and some tilt-up concrete block buildings built prior to March 1972. Additional hazards within the City exist as six-foot high concrete walls that border many sidewalks, which could collapse due to groundshaking.

The effects of seismically induced ground shaking are probably the most critical potential seismic hazards to the City of Cerritos. Seismic hazards include secondary effects of seismically induced ground failure including liquefaction and landslides. Property damage, personal injury, and loss of life may result from such events.

The City has identified protection of its residents from potential harm due to a seismic event as one of its goals (SAF-2). The policies incorporated into the proposed General Plan Update acknowledge the safety concerns due to seismic activity. They include educating residents of Cerritos regarding the risk of seismic events (SAF-2.1) and

ensuring building code standards are enforced (SAF-2.2). The policies proposed in the General Plan Update and mitigation measures listed below would minimize potential seismic hazards in the City to less than significant levels.

**Policies in the Proposed General Plan Update:**

- SAF-2.1 Provide instructional materials, classes and other education resources to ensure residents and the day-time population is 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 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measures are recommended to further reduce any impacts.

- MM-GEO-2 Due to the potential for ground shaking in a seismic event, individual development projects shall comply with the standards set forth in the Uniform Building Code (UBC) (most recent edition) to assure seismic safety to the satisfaction of the City's Community Development Department prior to issuance of a building permit, including compliance with California Division of Mines and Geology Special Publication 117 (Guidelines for Evaluation and Mitigating Seismic Hazards in California, adopted March 13, 1997).
- MM-GEO-3 Individual development projects shall comply with non-structural seismic mitigation measures, e.g. overhead glass treatments shall use safety glass or film; vending machines, ice machines (if used) and other types of machines and equipment shall be bolted or braced. Pictures and decorative items within common areas shall be secured for earthquake safety.
- MM-GEO-4 Ensure individual development projects compliance with current seismic mitigation codes.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## LIQUEFACTION

- THE CITY OF CERRITOS IS UNDERLAIN BY SOILS THAT MAY BECOME UNSTABLE DURING INTENSE GROUND SHAKING, RESULTING IN POTENTIAL LIQUEFACTION.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** Liquefaction occurs when the strength and stiffness of a soil is reduced by intense ground shaking. When intense ground shaking occurs, water in highly saturated soils mix with that soil, resulting in ground failure. According to the Seismic Hazard Evaluations of the Los Alamitos 7.5 Minute Quadrangle (March 1999) prepared by the California Department of Conservation, Division of Mines and Geology, the City of Cerritos is in a liquefaction hazard zone.

It is impossible to eliminate or avoid seismic hazards within Southern California. However, the City has acknowledged the necessity of addressing these hazards as an important safety concern. The City has identified the protection of its residents from potential harm due to a seismic event as one of the goals in the proposed General Plan Update (SAF-2). Policies incorporated into the proposed General Plan Update such as ensuring building code standards are enforced and maintained so that new development is located, designed and operated to reduce effects of a seismic event (SAF-2.2), as well as the mitigation measure listed below, would minimize potential seismic hazards, including liquefaction, within the City to a less than significant level.

### **Policies in the Proposed General Plan Update:**

- SAF-2.2      Ensure building code standards are enforced and maintained so 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measure is recommended to further reduce any impacts.

- MM-GEO-5    Individual development projects shall comply with the standards set forth in the Uniform Building Code (UBC) (most recent edition) for structures on-site to assure safety of the occupants to the satisfaction of the City's Community Development Department prior to issuance of a building permit. These standards included compliance with California Division of Mines and Geology Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California, adopted march 13, 1997) and "Recommended Procedures for Implementation of

CDMG Special Publication 117- Guidelines for analyzing and Mitigating Liquefaction in California” (Dr. Geoffrey R. Martin et al, May 1999).

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## EXPANSIVE SOIL AND STRENGTH

- THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN IMPACTS RELATED TO EXPANSIVE SOILS OR SOIL STRENGTH.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** The soils underlying Cerritos are younger alluvium comprised of sand and silt. These soils may become unstable during intense ground shaking. Cerritos is mostly built out and the proposed General Plan Update does not contain any new or additional policies proposing large-scale development or expansion of the City. Adherence to building code standards, policies incorporated into the proposed General Plan Update and mitigation measures would reduce any impacts to less than significant levels.

### **Policies in the Proposed General Plan Update:**

- SAF-2.2      Ensure building code standards are enforced and maintained so that new development shall be located, designed and operated to reduce the effects of a seismic event.

**Mitigation Measures:** Although all soil type and strength impacts would be considered less than significant, the following mitigation measure is recommended to further reduce any impacts.

- MM-GEO-6    Development proposals within identified soil or seismic hazard areas shall include design features directed at mitigating such hazards, as confirmed during building design and plan checking stages of review. These mitigating features shall be confirmed during building design and plan checking stages of project review.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## 4.7.4 UNAVOIDABLE SIGNIFICANT IMPACTS

All geologic and seismic impacts associated with implementation of the proposed General Plan Update would be less than significant by adherence to and/or compliance with policies in the proposed General Plan Update and with the imposition of mitigation measures. No unavoidable significant geologic impacts would occur as a result of buildout of the proposed General Plan Update.

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## 4.8 HYDROLOGY AND DRAINAGE

This section describes the existing conditions related to hydrology and drainage within the City of Cerritos. Identification of hydrologic and drainage impacts that could result from implementation of the proposed General Plan Update and appropriate mitigation measures are provided.

### 4.8.1 ENVIRONMENTAL SETTING

#### WATER SOURCES

##### SURFACE WATER

No naturally occurring permanent surface water features exist within the City of Cerritos. Man-made lakes are located at Cerritos Regional Park, Heritage Park and Iron-Wood Nine Golf Course. In addition, existing storm drain facilities carry water during wet weather.

##### GROUNDWATER

Currently, local groundwater for the City of Cerritos originates from three wells within the City. 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 166<sup>th</sup> Street and Marquardt Avenue and the C-4 well is located in the area of Reservoir Hill Park at Studebaker Road and 166<sup>th</sup> Street. These groundwater sources supplied approximately 3.4 billion gallons, or 85.7 percent of the City's total water supply in 2001.<sup>1</sup> A fourth water well is currently under construction. Upon its completion 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 are shown on [Exhibit 4.8-1, \*Water Sources\*](#) and their operational capacities are shown in [Table 4.8-1, \*Existing Groundwater Resources\*](#).

In addition to local groundwater sources within the City, Cerritos receives a portion of its water from the Central Basin Metropolitan Water District (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. The connection with CBMWD is located near the intersection of Woodruff Avenue and South Street (Source Connection CEN. B-46). Water is distributed to consumers within the City of Cerritos through City-owned pipes. Approximately 179

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<sup>1</sup> Correspondence from Ron Babel, Water Superintendent, City of Cerritos, October 3, 2002.

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. In 2001, the City of Cerritos received approximately 566 million gallons, or 14.3 percent of its total water supply from the Central Basin MWD.

**Table 4.8-1  
Existing Groundwater Resources**

<b>Well</b>	<b>Operational Capacity (gpm)</b>
C-1	2,000 gpm
C-2	3,500 gpm
C-4	3,500 gpm
C-5	3,000 gpm
Source: City of Cerritos.	

## RECYCLED WATER

The current recycled water distribution system saves approximately 815 million gallons of potable water each year in the City of Cerritos. The City irrigates more than 200 acres of City-owned property, including Iron-Wood Golf Course, parks, parkways and medians with recycled water. In addition, recycled water is used for landscape irrigation at public schools, Cerritos Community College, for freeway landscaping and at the Cerritos Towne Center. Prior to being used for irrigation, wastewater from industries, businesses and homes is treated by a tertiary (three-stage) process by the Sanitation District of Los Angeles County.

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 throughout the City. Recycled water is purchased 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.

## STORMWATER MANAGEMENT

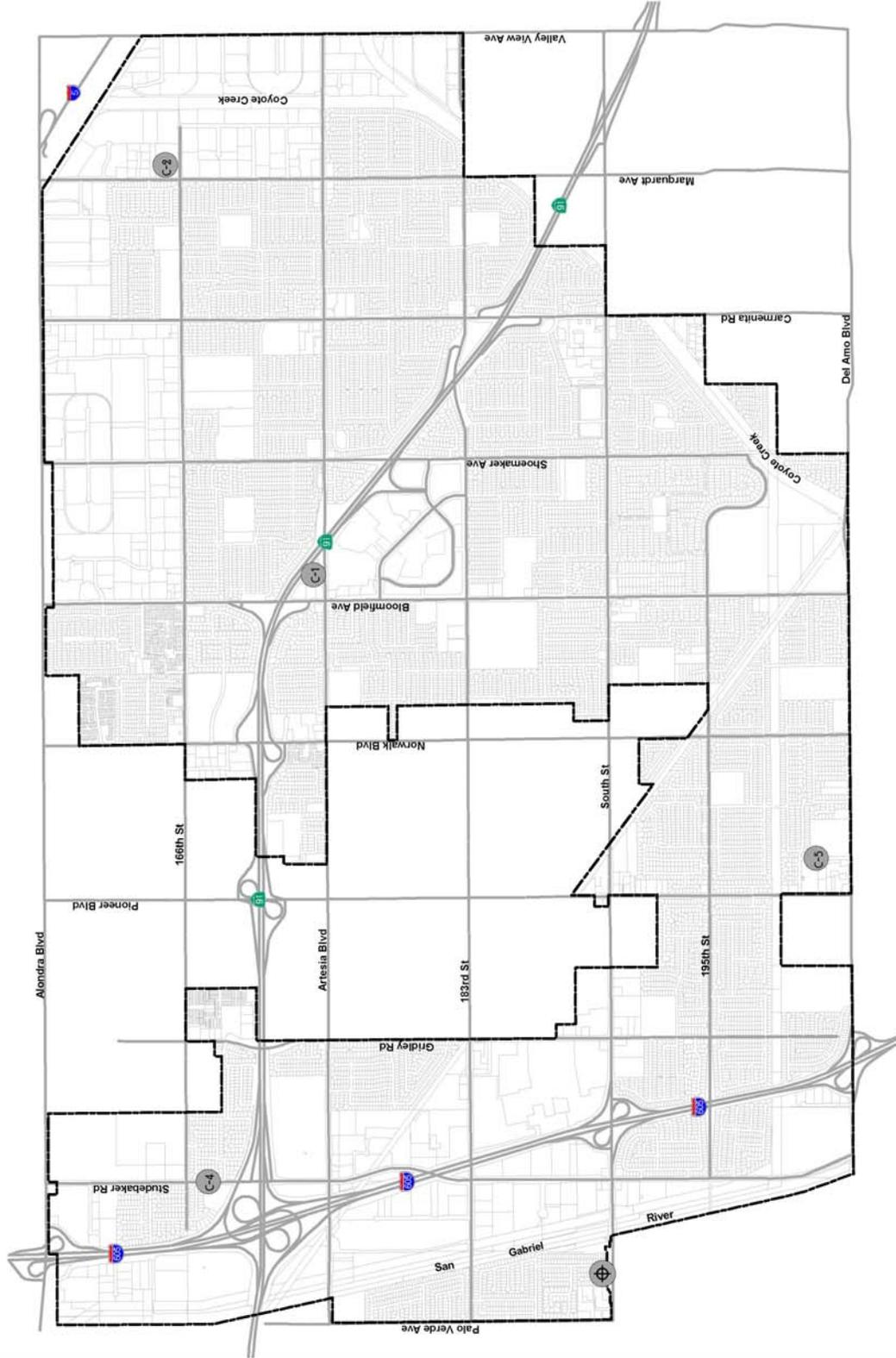
Stormwater runoff is a significant contributor to local and regional pollution. Urban stormwater runoff is the largest source of unregulated pollution to the waterway and coastal areas of the United States. Federal, State and regional regulations require the City of Cerritos to control the discharge of pollutants to the storm drain system, including the discharge of pollutants from construction sites and areas of new development or significant development.

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**LE-GEN-D**

Address	Owner
No Address	MWD
12701 Artesia Boulevard	Cerritos
16540 Herquardt Avenue	Cerritos
16723 Studebaker Road	Cerritos
20101 Caballo Lane (Under Construction)	Cerritos



Source: GIS Data, City of Cerritos



**Water Sources**

Exhibit 4.8-1

JN: 10100483  
 May 24, 2004



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## FEDERAL REQUIREMENTS

### Clean Water Act

Passed in 1972, the Clean Water Act (CWA) established the National Pollutant Discharge Elimination System (NPDES) permit program. The CWA prohibits the discharge of pollutants from point sources to United States (U.S.) waters unless an NPDES permit authorizes the discharge. It requires that municipal NPDES Permits include a requirement to prohibit non-storm water discharges into the storm sewer and controls to reduce the discharge of pollutants in storm water discharges to the maximum extent practicable, including management practices, control techniques, system design and engineering methods 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.

Reduction of conventional forms of pollution, such as sewage treatment plants and industrial facilities has been considerable since implementation of the NPDES program. However, it was shown that pollution from land runoff contributed a larger portion of pollutants than the regulated conventional sources. The 1987 CWA amendments established a framework for regulating urban storm water runoff. Urban runoff includes dry and wet weather flows from urbanized areas through a storm water conveyance system. Pollutants can be intercepted and deposited into U.S. waters as water flows over streets, parking lots, construction sites and industrial, commercial, residential and municipal areas. If not properly controlled, urban runoff could be a significant source of pollutants in waters of the U.S.

### National Pollution Discharge Elimination System (NPDES) Stormwater Program

The 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 purpose of the NPDES program is to establish a comprehensive stormwater quality program to manage urban stormwater that minimizes pollution of the environment to the maximum extent practicable (MEP). The NPDES program consists of: 1) characterizing receiving water quality, 2) identifying harmful constituents, 3) targeting potential sources of pollution, and 4) implementing a Comprehensive Stormwater Management Program (CSWMP). The reduction of pollutants in urban stormwater discharge to the MEP through the use of structural and nonstructural Best Management Practices (BMPs) is one of the primary objectives of the water quality regulations.

The Program uses the NPDES permitting mechanism to require control and monitoring measures designed to prevent harmful pollutants from being washed into local 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.

### **NPDES Phase I (General Construction Activity Stormwater Permit)**

Phase I of the NPDES program addresses stormwater runoff from: 1) medium and large MS4s generally serving populations of 100,000 or greater; 2) construction activities disturbing five acres of land or greater; and 3) ten categories of industrial activities. With respect to the disturbance of five acres of land or greater, the State Water Resources Control Board (SWRCB) issued one statewide General Construction Activity Stormwater Permit on August 20, 1992 to apply to all construction activities. The permit requires discharges associated with construction activities to:

- ❑ Eliminate or reduce non-stormwater discharges to stormwater systems and other waters of the U.S.;
- ❑ Develop and implement a Stormwater Pollution Prevention Plan (SWPPP); and
- ❑ Perform inspections of stormwater control structures and pollution prevention measures.

A SWPPP prepared in compliance with the permit describes the site, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. Dischargers are also required to inspect construction sites before and after storms to identify stormwater discharge from construction activity, and to identify and implement controls where necessary. Developers would be required to submit a Notice of Intent (NOI) to the SWRCB for coverage under the permit and would be required to comply with all the requirements.

### **NPDES Phase II**

New NPDES Phase II stormwater regulations were finalized and issued by the EPA in January 2000 in an effort to continue to preserve, protect and improve the Nation's water resources from polluted stormwater runoff. These new regulations are designed to implement programs to control urban stormwater runoff from additional MS4s in urbanized areas and operations of small construction sites that were not already covered by the Phase I NPDES permits. The main objectives of the Phase II regulations are to: 1) reduce, to the maximum extent possible, the amount of pollutants being discharged, and 2) protect the quality of the receiving waters.

To meet this goal, the permittee must implement a stormwater management program that addresses six minimum control measures including: 1) public education and outreach, 2) public participation/involvement, 3) illicit discharge detection and elimination, 4) construction site stormwater runoff control for sites greater than one acre, 5) post-construction stormwater management in new development and

redevelopment, and 6) pollution prevention/good housekeeping for municipal operations. These controls will typically be addressed by developing BMPs.

### **State and Regional Programs**

The Clean Water Act allows individual States to operate their own NPDES programs provided such programs meet minimum federal requirements. The Los Angeles Regional Water Quality Control Board issues the municipal stormwater National Pollutant Discharge Elimination System permit, MS4. The City of Cerritos is in the jurisdiction of the Los Angeles Regional Water Quality Control Board, currently operating 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 would be implemented to reduce the discharge of pollutants in stormwater to the maximum extent practicable. Further, Permittees are to assure that stormwater 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 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.

### **Urban Stormwater Runoff**

The reduction of pollutants in urban stormwater discharge to the MEP through the use of BMPs is one of the primary objectives of the water quality regulations. BMPs typically used to manage runoff water quality can include the following: controlling roadway and parking lot contaminants by installing oil and grease separators at storm

drain inlets; cleaning parking lots on a regular basis; and incorporating peak-flow reduction and infiltration features, such as grass swales, infiltration trenches, and grass filter strips into landscaping.

Since the NPDES permit will target a diverse array of nonpoint source controls, the program will include the implementation of BMPs. Construction-related BMPs could comprise one set of specific guidelines for reducing pollutants in stormwater discharges and runoff during construction and post-construction. This would likely include erosion and sediment control practices, as well as general site and materials management for construction sites. Post-construction BMPs could include design elements to reduce the volume of runoff and pollutant loading in runoff. Types of pollution prevention practices are described in the California Storm Water Best Management Practices Handbook.

### **Water Quality Control Plan**

The Water Quality Control Plan for the Los Angeles Region 4 addresses water quality objectives for both surface and groundwater. The surface water sources in and around the City are minor and are not identified in the Basin Plan for specific water quality objectives or for beneficial uses. Water quality discharge requirements meeting area wide surface water use objectives are established as permit requirements by the RWQCB and the SUSMP during permitting for construction and operations of individual development projects.

## **CITY OF CERRITOS PROGRAMS**

Implementation of Federal, State and regional stormwater regulations is done locally through ordinances, policies and programs established by the City of Cerritos.

### **Stormwater and Urban Runoff Pollution Prevention Controls Ordinance**

The Stormwater and Urban Runoff Pollution Prevention Controls Ordinance (Ord. 777) provide specific local regulations for stormwater pollution prevention. The Ordinance regulates non-stormwater discharge to the storm drain system; providing for the control of spillage, dumping or disposal of materials into the storm drains system; and reduction of pollutants in stormwater and urban runoff to the maximum extent practicable.

### **Stormwater Pollution Prevention Plan (SWPPP)**

The City of Cerritos requires completion of a Stormwater Pollution Prevention Plan (SWPPP) prior to any construction activity on projects that would disturb more than two acres of soil. SWPPPs develop, implement and monitor BMPs. The SWPPP must identify the source control and/or treatment control practices (BMPs) that would

significantly reduce, avoid or mitigate runoff pollutants to the maximum extent practicable.

### **Public Education and Outreach**

To improve the effectiveness of local and regional stormwater programs, the County of Los Angeles and the City of Cerritos have developed public information and outreach programs. These programs assist residents and businesses in understanding stormwater issues and what strategies can be implemented to reduce stormwater pollution.

The City of Cerritos contributes financially to a five-year countywide stormwater public education program implemented by the County of Los Angeles. The program focuses on residents, school children, businesses and public employees. Various outreach methods and tools are utilized to educate and train these audiences about stormwater pollution management and prevention.

Locally, the City of Cerritos has implemented its own public education and outreach effort. This effort promotes public awareness of stormwater pollution through distribution of literature and other materials to inform residents of ways to prevent stormwater pollution through safe housekeeping practices.

## **NATURAL HAZARDS**

### **FLOODING**

The City of Cerritos contains no natural, permanent water features. Man-made lakes are located at Cerritos Regional Park, Heritage Park and Iron-Wood Nine Golf Course. The San Gabriel River Channel and Coyote Creek Wash traverse the City. Both channels are concrete-lined and are designated as floodways to serve the region.

The City of Cerritos is not in a flood zone according to the Federal Emergency Management Agency (FEMA). However, Cerritos is located within the dam inundation areas of two dams: Whittier Narrows and Prado (refer to [Exhibit 4.8-2, \*Dam Inundation Areas\*](#)). The Whittier Narrows Dam is located in Los Angeles County on the San Gabriel and Rio Hondo Rivers in the City of Pico Rivera, approximately eleven miles north of Cerritos. It is owned by the Los Angeles District Corps of Engineers. The dam is normally empty, except during or immediately after periods of significant runoff. In the event of dam failure, the water would flow south, affecting all of Cerritos, excluding the area north of the SR-91 freeway and east of Bloomfield Avenue. The affected area is comprised of commercial, industrial, educational and residential uses. The flood wave would reach Cerritos in approximately 15 hours and would be about four feet deep.

The Prado Dam is located in Riverside County, south of the City of Corona on the Santa Ana River adjacent to State Route 91 (Riverside Freeway), approximately 27 miles northeast of Cerritos. It is owned by the Los Angeles District Corps of Engineers. The

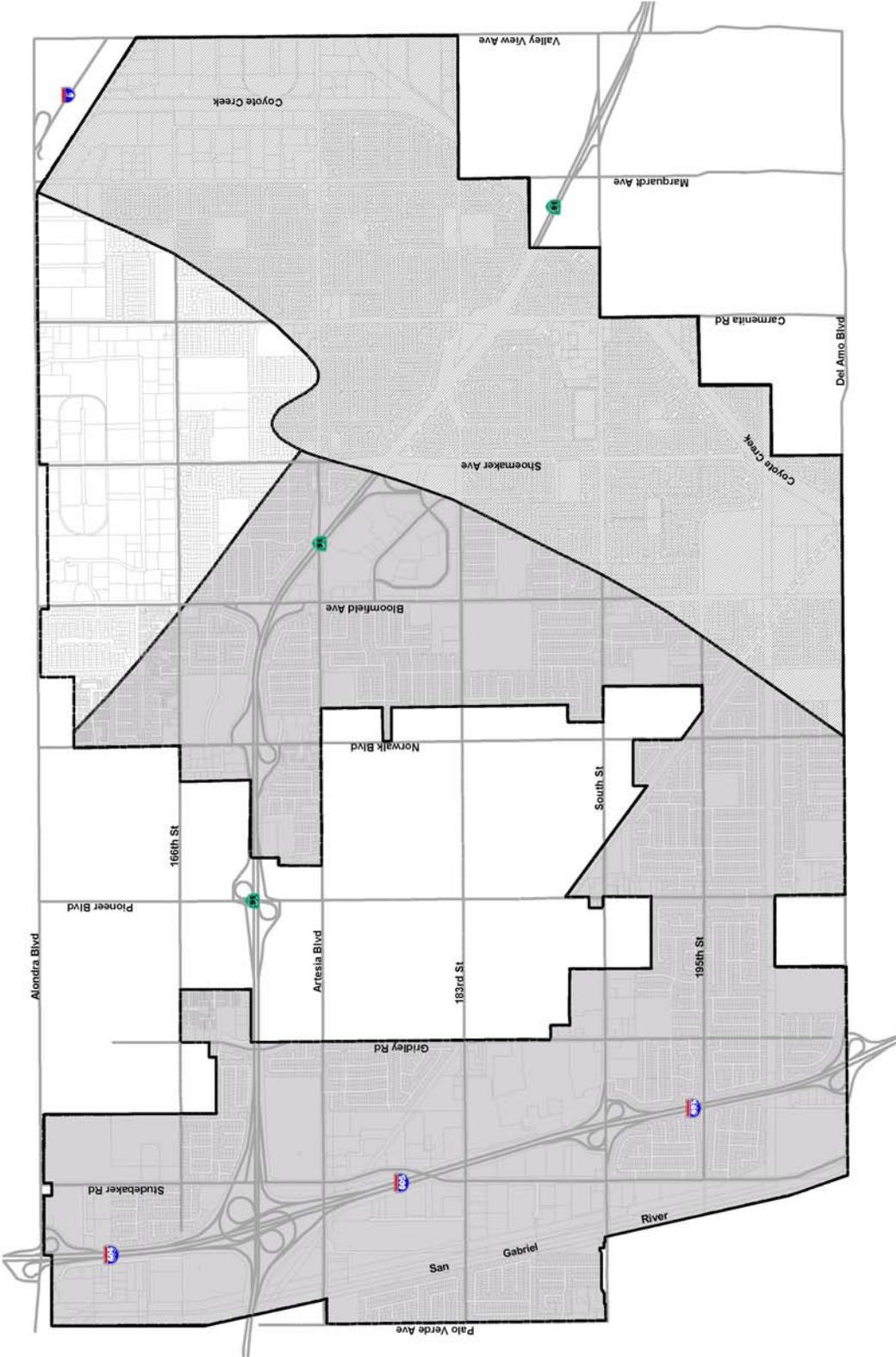
dam is normally empty, except during or immediately after periods of significant runoff. In the event of dam failure, the water would inundate most of Orange County and a small portion of Los Angeles County. In Cerritos, the water would first affect the northeastern area and then travel southwest through the City (refer to Exhibit 4.8-2, Dam Inundation Areas). The affected area is comprised of commercial, industrial, educational and residential uses. The flood wave would reach the City in approximately 8½ hours and would be about seven feet deep.

## 4.8.2 STANDARDS OF SIGNIFICANCE

### SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Hydrology and Water Quality impacts resulting from the implementation of the proposed General Plan Update could be considered significant if they cause any of the following results:

- Violate any water quality standards or waste discharge requirements;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- Otherwise substantially degrade water quality;
- Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;



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**LEGEND**

- Prodo Dam Inundation Area
- Whittier Narrows Dam Inundation Area
- City Limits

Scale: 0 1000 5000 Feet

Source: City of Cerritos SEIS Subdivision Functional Plan December, 1998



**Dam Inundation Areas**  
 Exhibit 4.B-2

JN: 10100483  
 May 24, 2004



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- ❑ Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- ❑ Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; and/or
- ❑ Inundation by seiche, tsunami, or mudflow (refer to Section 7.0, *Effects Found Not To Be Significant*).

Based on these standards, the effects of the proposed project have been characterized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant impact level through the application of mitigation, it is categorized as a significant and unavoidable impact.

### 4.8.3 IMPACTS AND MITIGATION MEASURES

#### WATER QUALITY STANDARDS AND WASTE DISCHARGE REQUIREMENTS

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE FOR THE CITY OF CERRITOS MAY VIOLATE WATER QUALITY STANDARDS AND WASTE DISCHARGE REQUIREMENTS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** Future development projects resulting from implementation of the proposed General Plan Update may contribute to water quality degradation in the City of Cerritos. Runoff from disturbed areas would likely contain silt and debris, resulting in a short-term increase in the sediment load of the stormdrain system serving the City. There is also the possibility for chemical releases at future construction sites. Substances such as oils, fuels, paints and solvents may be transported to nearby drainages, watersheds and groundwater in storm runoff, wash water and dust control water. The significance of these water quality impacts would vary depending upon the level of construction activity, weather conditions, soil conditions and increased sedimentation of drainage systems within the area.

The Conservation Element of the proposed General Plan Update sets forth policies to “provide direction regarding the conservation, development and utilization of natural resources” within Cerritos. The City has identified a specific goal regarding stormwater pollution. The goal includes ensuring the adequate conveyance of stormwater, and the introduction of techniques and methods that reduce the presence of pollutants consistent with regional, State and Federal standards (CON-6). The policies proposed in the General Plan Update include ensuring appropriate mitigation techniques for all

construction and grading activities (CON-6.2) and compliance with all Federal, State and City regulations related to stormwater (CON-6.4). Implementation of the proposed General Plan Update would result in a less than significant impact.

In addition, mitigation measures are proposed to further reduce any impacts to less than significant levels. Therefore, implementation of the proposed General Plan Update would result in less than significant impacts in regards to water quality and waste discharge.

**Policies in the Proposed General Plan Update:**

- 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measures are recommended to further reduce any impacts.

- MM-HYD-1    Individual development projects would be required to prepare a drainage/grading plan for approval by the City of Cerritos Department of Public Works prior to issuance of grading permits.
- MM-HYD-2    Individual development projects would be required to construct any parkway drains or similar devices required by the draining/grading plan prior to issuance of a building permit.
- MM-HYD-3    To ensure that construction activities associated with individual development or redevelopment projects would not degrade water quality, future development projects shall be required to develop and implement a water quality control plan as deemed necessary by the City and/or the California Regional Water Quality Control Board. In addition, the proposed water quality control plan shall also be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit process.

As part of the review/permitting process, individual development projects shall be required to mitigate potential adverse water quality impacts that are associated with both construction and operational

phases of the development. Measures to comply with this requirement could include, but shall not be limited to the following:

- Individual project applicants shall file a Notice of Intent where required by applicable law and obtain a construction permit from the California Regional Water Quality Control Board. Evidence of said permit shall be provided to the City prior to the issuance of building permits (required for projects greater than five acres).
- Individual development projects shall comply with Best Management Practices for stormwater management. Such practices shall address both long-term operational aspects of the project, as well as the construction stage.
- Individual project applicants shall prepare a Stormwater Pollution Prevention Plan (SWPPP) to address the prevention of both point and non-point pollution sources. The SWPPP will include structural facilities, ongoing maintenance and monitoring provisions to verify compliance with the Plan and permit process.

MM-HYD-4 For individual development projects that fall into one of the Standard Urban Stormwater Mitigation Plans (SUSMP) project types, characteristics or activities, the project design shall comply with the applicable provisions of the SUSMP, and if required by the SUSMP, shall include structural and other measures to collect the first ¾-inch of stormwater runoff from the site, and control peak flow discharge.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## GROUNDWATER DEPLETION

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE FOR THE CITY OF CERRITOS MAY DEplete GROUNDWATER RESOURCES.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** The City of Cerritos obtains approximately 85.7 percent of its water from local groundwater resources originating in one of three wells within the City. A fourth well is under construction and upon completion will provide an additional source of groundwater.

Implementation of the proposed General Plan Update would increase the population and businesses within the City of Cerritos, and ultimately increase the demand for water supplies. Implementation of the proposed General Plan Update would result in a 1.1 percent increase in the amount of residential units. Non-residential development

would increase approximately 12 percent as a result of implementation of the proposed General Plan Update. Projected development would further constrain the water supply.

Water conservation in Southern California became increasingly important in the 1980s and early 1990s, when the entire region suffered a severe drought. Drought conditions in Southern California directly affect groundwater recharge and groundwater supplies. The City has identified the protection and conservation of its existing and future water resources as one of its goals (CON-1). Specific policies include reducing non-local water resources through the utilization of local groundwater resources (CON-1.3). In addition, Cerritos has recognized the importance of water conservation. Water conservation programs established by the City in addition to policies CON-1.1, CON-1.2 and CON-1.4 included in the proposed General Plan Update would result in further protection of groundwater resources. Therefore, implementation of the proposed General Plan Update would result in less than significant groundwater impacts.

**Policies in the Proposed General Plan Update:**

- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**DRAINAGE AND RUNOFF**

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN IMPACTS TO DRAINAGE PATTERNS IN THE CITY OF CERRITOS AND CONTRIBUTE RUNOFF WATER TO THE STORMWATER DRAINAGE SYSTEMS IN THE CITY.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** There are no naturally occurring permanent surface water features within the City of Cerritos. Man-made lakes are located at Cerritos Regional Park, Heritage Park and Iron-Wood Nine Golf Course. The San Gabriel River Channel and Coyote Creek Wash carry water through the City. Implementation of the proposed General Plan Update would result in the development of vacant and underutilized parcels. Development would increase erosion, siltation and surface water runoff to the existing storm drain system. No new drainage systems or alterations to the existing drainage systems are planned for the City.

The City has recognized the need to monitor and improve as necessary, the storm drain system to ensure its adequacy in accommodating future development. Policies to ensure that project-related stormwater mitigation techniques are employed and monitored (CON-5.2 and CON-5.3) are proposed in the General Plan Update. Future development within Cerritos would be subject to the policies included in the proposed General Plan Update, resulting in a less than significant impact.

**Policies in the Proposed General Plan Update:**

- 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measure is recommended to further reduce any impacts.

- MM-HYD-5    To ensure that runoff does not exceed storm drainage capacity, individual development projects shall be evaluated by the City's Public Works Department to assess specific requirements for both on-site and localized drainage facilities. Local drainage facilities shall be consistent with the City's Master Plan of Drainage. In addition, an engineered site drainage plan shall be prepared for individual development projects in accordance with City requirements.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## FLOODING

- FUTURE DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN POTENTIAL FLOODING IMPACTS WITHIN THE CITY OF CERRITOS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** The City of Cerritos is not located within a flood zone. The City is predominately builtout with approximately 27 acres of vacant land and approximately 46 acres of underutilized land. The proposed General Plan Update would result in the addition of approximately 179 dwelling units. These units would most likely be accommodated through the use of the vacant and underutilized lands. The City identifies the protection of Cerritos residents from potential flood hazards as one of its goals (SAF-1). The policies proposed in the General Plan Update, including the management of development activity to avoid flood damage (SAF-1.1), would reduce any flood impacts to less than significant.

**Policies in the Proposed General Plan Update:**

- 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measure is recommended to further reduce any impacts.

- MM-HYD-6    Individual development projects located within the 100-year floodplain shall evaluate the extent of the flooding hazard and ensure that all finished floor elevations are located above the base flood elevation. These projects shall be reviewed by the City's Public Works Department to ensure consistency with City requirements.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## DAM INUNDATION

- FUTURE DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN URBAN USES BEING LOCATED IN DAM INUNDATION AREAS OF THE CITY.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** The City of Cerritos is located within the dam inundation areas of both the Whittier Narrows Dam and the Prado Dam. The Whittier Narrows Dam is located approximately 11 miles north of Cerritos and the Prado Dam is located approximately 27 miles northeast of Cerritos. The areas affected by the failure of either dam would include commercial, industrial, educational and residential uses within Cerritos.

Development resulting from implementation of the proposed General Plan Update would not increase the hazards of dam inundation. However, urban uses would be located in dam inundation areas. The Safety Element of the proposed General Plan Update identifies the protection of the City from flood hazards resulting from dam failure and inundation as one of its goals (SAF-1). The following policies, SAF-1.1, 1.3 and 1.4 have been included to decrease these hazards to less than significant.

**Policies in the Proposed General Plan Update:**

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

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

#### 4.8.4 UNAVOIDABLE SIGNIFICANT IMPACTS

All hydrology and drainage impacts associated with implementation of the proposed General Plan Update would be less than significant by adherence to and/or compliance with policies in the proposed General Plan Update and with the imposition of mitigation measures. No unavoidable significant hydrology and drainage impacts would occur as a result of buildout of the proposed General Plan Update.

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## 4.9 PUBLIC SERVICES AND UTILITIES

The analysis in this section focuses upon public services, utilities and service systems. Public services include fire protection, police protection, schools and libraries. Utilities and service systems include wastewater, water and solid waste. Electricity, natural gas and telephone services are also evaluated. The potential impacts on public service and utility agencies were evaluated based on correspondence (refer to Technical Appendix F, *Correspondence*) with local public service and utility agencies that serve the Cerritos Area.

### 4.9.1 ENVIRONMENTAL SETTING

#### FIRE PROTECTION

The City of Cerritos contracts with the County of Los Angeles Fire Department for fire and emergency response service. There are two fire stations located in Cerritos. Station 30, located at 19030 Pioneer Boulevard, has a three-person engine company, a four-person quint (combination engine/ladder truck) company and a two-person paramedic squad. Station 35, located at 13717 Artesia Boulevard, has a three-person engine company.

In addition, three fire stations outside the Cerritos City limits have jurisdiction (first-responder area) within the City. Station 34 is located at 21207 S. Norwalk Boulevard in Hawaiian Gardens and has a three-person engine. Station 94, located at 6421 E. Turnergrove Drive in Lakewood, has a three-person engine and a two-person emergency support team (for manpower augmentation in major incidents). Station 115 is located at 11317 Alondra Boulevard in Norwalk and has a four-person engine.

The Fire Department's allocation of resources, stations, equipment and staffing, is based on population, development, assessed valuation, incident volume and type and response distances/times.

For the 12-month period from October 1, 2001 to September 30, 2002, there were 2,551 emergency incidents in the City of Cerritos, with an average response time of 4 minutes and 34 seconds for the first-arriving unit.

#### POLICE PROTECTION

The Los Angeles County Sheriff's Department (LACSD) provides police service for the City of Cerritos. Cerritos Sheriff station is located at 18135 South Bloomfield Avenue in the Cerritos Civic Center. As of November 2002, Cerritos Sheriff's Department had 64 sworn staff, 10 reserve Deputy Sheriffs, 20 professional staff and approximately 47 station volunteers on patrol.

Response times are categorized by emergency response (a call which requires a code-3 response), immediate response (a call which requires a prompt non code-3 response) and routine response (a call of a non-emergent nature). The average response time to areas within the City of Cerritos are 4 minutes for emergency calls, 7 minutes for priority calls and 18 minutes for routine calls.

According to the Cerritos Sheriff's Department, the need for more protection services has increased over the last several years. Part I crimes have decreased over the last five years while forgery/fraud theft and identity theft crimes have shown a significant rise in the City and nationally. The City of Cerritos has responded to this increase by contracting an additional investigator.

In addition, the City has responded to the needs of the community by establishing several community service oriented programs.

### **Volunteers on Patrol and Neighborhood Watch Programs**

The Sheriff's Department works closely with the City Community Mobilization Officer in managing the Volunteers on Patrol and Neighborhood Watch Programs. These programs encourage the involvement of the residents in policing their own neighborhoods and identifying community priorities regarding public safety.

### **Community Academy for Young Adults**

The Sheriff's Department works in collaboration with the City and the ABC Unified School District in providing the Community Academy for Young Adults. The Academy allows students to earn high school credit while participating in the process of supplying public safety to the City. The students work directly with the Los Angeles County Sheriff's Department and City government to understand the roles each entity has in protecting the community.

### **Explorer Post Program**

The Explorer Post Program, administered by the Sheriff's Department, exposes young adults to law enforcement as a career choice.

### **Intercepting Minors with Positive Attention Care and Training (IMPACT) Program**

The Sheriff's Department provides a trained and skilled Deputy to administer the City's Intercepting Minors with Positive Attention Care and Training (IMPACT) Program. This program is directed at children from kindergarten through eighth grade who display at-risk behavior. Deputy mentors work with at-risk children to transform negative behavior into positive activity.

## SCHOOL FACILITIES

ABC Unified School District serves public school needs for the City of Cerritos. There are nine elementary schools, three middle schools and four high schools located within the City. Many of the school facilities serving Cerritos are either at or above capacity. Table 4.9-1, *Current School Enrollment*, identifies current enrollment and capacity levels for each school in addition to any portable buildings being used.

**Table 4.9-1  
Current School Enrollment**

School	Enrollment	Capacity	Portable Buildings	
			Permanent	Temporary
<b>Elementary Schools</b>				
Bragg	672	674	2	0
Carver	493	493	4	0
Cerritos	577	584	2	0
Gonsalves	566	558	1	0
Juarez	490	491	0	2
Leal	664	688	8	2
Nixon	689	682	7	0
Stowers	591	588	1	0
Wittmann	526	539	1	0
<b>Middle Schools</b>				
Carmenita	695	679	0	0
Haskell	602	595	0	0
Tetzlaff	680	644	0	0
<b>High Schools</b>				
Cerritos	2,251	2,248	5	8
Gahr	1,884	1,873	4	0
Tracy	300	300	6	0
Whitney	1,000	1,000	1	0
Source: ABC Unified School District Correspondence October 17, 2002.				

Currently, four elementary schools are either at or above capacity. The remaining five schools are nearing capacity. Every elementary school within the City either has temporary or permanent portable buildings on-site. The three middle schools located within Cerritos are above their capacity. The middle schools do not have portable buildings on-site. All four of the high schools within the City are either at or above capacity. Each high school has portable buildings on-site.

ABC Unified School District has identified the modernization of its school facilities as one of five district goals in their Strategic Planning Process. It is currently involved in a

\$137 million modernization project to refurbish all 29 schools in the District.<sup>1</sup> The project is expected to be completed in Spring 2003. The amount and type of modernization varies according to the needs of each school. Improvements generally include heating and ventilating systems, roofs, walls, floors, technology, seismic upgrades, classrooms, libraries and administrative offices. A majority of the modernization budget is designated for mandated items such as hazardous materials abatement, structural repairs, and code-required upgrades to electrical systems, plumbing, fire alarms and compliance with the Americans with Disabilities Act. In addition, all classrooms will have telephones and will be connected to the internet. No new school facilities in the City of Cerritos are planned at this time.

### **Senate Bill (SB) 50**

The major source of school construction and modernization had been the State School Construction Program until the passage of SB 50, School Facility Program. SB 50 authorized a \$9.2 billion K-12 school and higher education bond to be presented to the State's voters on November 3, 1998. In addition, SB 50 revised developer fee and mitigation procedures for school facility purposes and reformed the State program that distributes State bond funds to K-12 school districts. On November 3, 1998, State voters approved Proposition 1A, a \$9.2 billion bond measure, which provides funding for higher education facilities, K-12 facilities, modernization of older schools, additional funding for districts in hardship situations and funding for class size reduction. With the passage of Proposition 1A, the *Mira* powers<sup>2</sup> of local governments were suspended on November 4, 1998 until 2006, which is the length of time the State bond money would be available to local school districts. As a result of this, school districts would continue to levy a school fee under existing rules (Government Code Section 65995, 65995.5 and 65995.7), which is currently up to \$1.93 per square foot for residential construction and \$0.31 per square foot for commercial and industrial development. SB 50 also established three levels of school fees: Level One, Level Two, and Level Three Fees. Level One Fees are the statutory fees of \$1.93 per square foot for residential projects and \$0.31 per square foot for commercial and industrial projects, which can be adjusted for inflation every two years beginning in 2000. Level Two Fees allow school districts to impose fees beyond the base statutory cap, under specific circumstances. Level Three Fees come into play if the State runs out of bond funds after 2006, which would allow school districts to impose 100 percent of the cost of the school facility or mitigation minus any local dedicated school monies. The school fee amounts provided for in Government Code Sections 65995, 65995.5 and 65995.7 would constitute full and complete mitigation for school facilities.

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<sup>1</sup> ABC Unified School District website [www.abcusd.k12.ca.us](http://www.abcusd.k12.ca.us)

<sup>2</sup> The *Mira*, *Hart* and *Murrieta* court cases held that the provisions of the 1986 School Facilities Act limiting developer school fees to an initial amount of \$1.50 per square foot are only applicable to adjudicative or quasi-judicial acts (such as tentative tract maps or conditional use permit approvals) and do not apply to legislative acts (such as general plan amendments, specific plan adoption or amendment or zoning amendments). The *Mira*, *Hart* and *Murrieta* decisions provided school districts and local agencies the legal authority under CEQA to require new development to fully mitigate school impacts in connection with legislative approvals, and allowed a City Council or Board of Supervisors to deny or refuse to approve a project based upon impacts to school facilities.

## LIBRARY FACILITIES

Cerritos recently completed the construction and dedication of their new library in March 2002. Located next to the Civic Center, the library is 88,000 square feet with 300,000 printed volumes (five volumes per resident). Conference rooms, on-line terminals and a variety of learning displays are provided throughout the facility. In addition, the library contains a Children’s Area, Local History Museum and Reading Room to serve the needs of the residents. The Library’s service levels and amenities are based upon the high level of library usage in Cerritos, the multi-ethnic nature of the City’s population and the extremely high technological literacy of the community. Library materials are selected according to their relevance to community needs.

In addition to providing a location for learning, the Library provides several activities and learning workshops for the residents of Cerritos. They include story-reading times for children, family reading events, web searching for seniors, Microsoft Word for beginners and several seminars. Table 4.9-2, Cerritos Library Services, demonstrates current and projected activity data for the library.

**Table 4.9-2  
Cerritos Library Services**

	<b>2000-2001 Actual</b>	<b>2001-2002 Estimated</b>	<b>2002-2003 Forecasted</b>
Informational questions	84,284	120,000	219,000
Materials added	28,868	30,000	30,000
Circulation level	639,826	750,000	1,000,000
Patrons (annual)	617,911	750,000	1,200,000
Registered borrowers	41,652	43,000	48,000
Program attendance	5,879	6,000	20,000

The City’s general fund is the primary funding source for the Cerritos Library. Other sources include library fees, library debit card revenue and the library store. During recent years, the library has received an annual administrative fee for its participation as the lead agency for the State of California Libris and Experience Grants.

## WATER

The City of Cerritos has approximately 179 miles of water mains ranging in size from 6-inch diameter to 30-inch diameter pipes. Some 4-inch diameter mains are also used to circulate water from one residential street to another. The City receives its water supply from two sources: the Metropolitan Water District of Southern California (MWD) and local groundwater. Local groundwater is extracted from three water wells operated by

the City. In 2001, the City purchased approximately 14.3 percent (566 million gallons) of its water supply from MWD and pumped approximately 85.7 percent (3.4 billion gallons) of its water supply from local groundwater sources.<sup>3</sup>

The City has drilled a new water well to help meet current and future demands. Outfitting of the well with appropriate pumping equipment will begin within the next several months. Approximately one mile of new piping will be constructed to connect this new source to existing water mains.

## SEWER SERVICES

The County Sanitation Districts of Los Angeles County (Districts) treat wastewater from the City of Cerritos. Local sewer lines are maintained by the City of Cerritos, while the Districts own, operate and maintain the large trunk sewers of the regional wastewater conveyance system. Districts Nos. 2, 3, 18 and 19 serve the City. Three Districts' wastewater treatment plants treat wastewater flow originating from Cerritos. The Los Coyotes Water Reclamation Plant (WRP) located within the City, has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 32.2 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd.<sup>4</sup>

## SOLID WASTE

Solid waste collected within the City of Cerritos is collected by a private contractor and is transported to the Downey Area Recycling and Transfer Station (DART). DART is a materials recovery/transfer facility that recovers recyclable materials from various cities. All waste generated in the City of Cerritos is sorted for recyclable materials. Residual waste is then delivered to the Puente Hills Landfill, the Commerce Refuse-to-Energy facility or other available landfills.

Pursuant to AB 939, the California Integrated Waste Management Board required all cities and counties within the State to prepare integrated waste management plans to attain solid waste reduction of 50 percent by the end of year 2000. The plans were to include components for source reduction, recycling and composting. In 1994, the City prepared and adopted a Source Reduction and Recycling Element (SRRE). As a result, the City has implemented several recycling programs including composting, public education and certified used oil centers. The most recent board approved

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<sup>3</sup> Correspondence from Ron Babel, Water Superintendent, City of Cerritos, October 3, 2002.

<sup>4</sup> Correspondence from Ruth I. Frazen, Engineering Technician, County Sanitation Districts of Los Angeles County, September 19, 2002.

diversion rate for the City of Cerritos is 44 percent (1998).<sup>5</sup> Recent rates are to be determined by the California Integrated Waste Management Board.

## ELECTRICITY

The State of California deregulated the energy generation market in March 1998. Deregulation allowed other providers the ability to supply electricity to the consumer. Southern California Edison (SCE) provides electricity service to the City of Cerritos. SCE supplies power to approximately 11 million people over a 50,000 square mile service area. Electricity can be generated from a combination of oil, natural gas, hydroelectric, nuclear or renewable sources (wind and solar).

Table 4.9-3, *City of Cerritos Electricity Use July 2001-June 2002*, demonstrates total and average electricity usage for the City of Cerritos by non-residential and residential users. In addition, the City used 476,752 kilowatt hours (kWh) for street lighting from July 2001 to June 2002.

**Table 4.9-3  
City of Cerritos Electricity Use July 2001-June 2002**

Month/Year	Nonresidential			Residential		
	Total kWh Used	Number of Statements	Average kWh	Total kWh Used	Number of Statements	Average kWh
July 2001	26,152,037	2,165	12,079	9,448,889	15,780	599
August 2001	26,324,627	2,153	12,227	8,591,207	15,827	543
September 2001	26,987,065	2,152	12,540	9,074,611	15,842	573
October 2001	27,089,156	2,169	12,489	8,964,409	15,805	567
November 2001	25,307,698	2,161	11,711	7,847,751	15,768	498
December 2001	24,180,653	2,143	11,284	9,262,634	15,789	587
January 2002	23,389,658	2,182	10,719	8,969,072	15,775	569
February 2002	24,050,744	2,180	11,032	8,179,364	15,816	517
March 2002	24,275,672	2,189	11,090	8,084,973	15,790	512
April 2002	23,318,181	2,184	10,677	7,395,466	15,788	468
May 2002	24,146,509	2,192	11,016	7,342,762	15,785	465
June 2002	26,311,137	2,211	11,900	8,257,329	15,838	521
Total	301,533,137	26,081	11,561	101,418,467	189,603	535

Source: Southern California Edison Correspondence October 15, 2002.

The City of Cerritos has approved the execution of the Magnolia Power Project Planning Agreement to help fund the State licensing process for the Magnolia Power Project. Hosted by the City of Burbank, the Magnolia Power Project proposes the development of a 250-megawatt (MW) natural gas-fueled generating unit at the existing site of Burbank Water and Power's (BWP) generating station complex. Upon approval, the Magnolia Power Project would be available by mid-year 2005 to provide local, reliable energy to the Southern California cities of Anaheim, Burbank, Cerritos, Colton, Glendale, Pasadena and San Marcos.

<sup>5</sup> California Integrated Waste Management Board, Waste Stream Jurisdiction Profiles, 2002. [www.ciwmb.ca.gov/Profiles/Juris/](http://www.ciwmb.ca.gov/Profiles/Juris/)

## **NATURAL GAS**

The Southern California Gas Company (Gas Co.) provides natural gas service to the City of Cerritos. As a public utility, the Gas Co. is under the jurisdiction of Federal and State regulatory agencies. New service would be provided through existing gas mains located throughout the City. The service would be in accordance with the Company's policies and extension rules when contractual arrangements are made.

## **TELEPHONE**

Verizon provides telephone service to the City of Cerritos. At present, telephone lines run throughout the City, including aerial, buried and underground facilities.

### **4.9.2 STANDARDS OF SIGNIFICANCE**

#### **SIGNIFICANCE CRITERIA**

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Public Services and Utilities impacts resulting from the implementation of the proposed General Plan Update may be considered significant if they cause any of the following.

#### **PUBLIC SERVICES**

A significant impact would occur if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which may cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services including fire protection, police protection, schools or other public facilities.

#### **UTILITIES AND SERVICE SYSTEMS**

A significant impact would occur if the project:

- Exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Requires or results in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

- ❑ Requires or results in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- ❑ Has insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.
- ❑ Results in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- ❑ Is not served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.
- ❑ Does not comply with federal, state, and local statutes and regulations related to solid waste.

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for a potentially significant impact. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

### 4.9.3 IMPACTS AND MITIGATION MEASURES

#### FIRE PROTECTION

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN THE NEED FOR ADDITIONAL FIRE FACILITIES OR PERSONNEL.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** The LACFD indicates there would be additional demand on existing fire services associated with future development in the City of Cerritos. According to the LACFD, the current level of fire protection in general is considered adequate in terms of service.

A significant impact would occur if development authorized by the proposed General Plan Update would result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, the construction of which would cause significant environmental effects. No new fire protection facilities are anticipated as a result of the proposed General Plan Update.

Any development resulting from implementation of the proposed General Plan Update would be required to comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows and hydrants. Individual projects would be reviewed by the LACFD to determine the specific fire requirements applicable to that development and to ensure compliance with these requirements. Therefore, implementation of the proposed General Plan Update would result in a less than significant impact in this regard.

**Policies in the Proposed General Plan Update:**

- 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 fire flow throughout the City and provide adequate water storage to meet peak fire demand.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## **POLICE PROTECTION**

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN THE NEED FOR ADDITIONAL POLICE FACILITIES OR PERSONNEL.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** The City of Cerritos contracts with the LACSD for police services within the City. Implementation of the proposed General Plan Update would result in increased development throughout the City, and as a result an increased demand for police protection services.

The need for increased police service within the City is determined by increases in calls for service, sustained rises in crimes reported and other issues directly related to community safety and the overall quality of life. According to the LACSD, current levels of police protection service are adequate within the City of Cerritos. In addition, the LACSD does not anticipate that implementation of the General Plan Update would result in the need for physical additions to the agency.<sup>6</sup>

The City of Cerritos has identified maintaining the high quality of services provided by the Sheriff’s Department as one of their goals (SAF-5). The proposed General Plan Update has developed policies to address the goals of the City to ensure adequate levels of service. Policies SAF-5.1, 5.2 and 5.3 directly address the City’s intention of providing quality service and ensuring new development is reviewed for possible impacts to police services. The ability of the Sheriff’s Department to provide an adequate level of service as a result of implementation of the proposed General Plan would be less than significant.

**Policies in the Proposed General Plan Update:**

- 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-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.

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<sup>6</sup> Correspondence from Ted S. Siara, Captain Cerritos Sheriff Station, November 13, 2002.

SAF-7.4 Support cooperative arrangements between the Sheriff's department and local organizations, such as schools, business organizations and other appropriate groups.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## SCHOOL FACILITIES

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN THE NEED FOR ADDITIONAL SCHOOL FACILITIES OR PERSONNEL.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** ABC Unified School District is responsible for the provision of public school facilities in the City of Cerritos. Currently, a majority of the schools serving Cerritos are at or above capacity levels. Several of the school facilities are currently being modernized. Implementation of the proposed General Plan Update would result in the addition of 179 dwelling units citywide. Based on student generation rates of 0.60 per dwelling unit<sup>7</sup>, buildout of the proposed General Plan Update would result in an additional 107 students for all grade levels combined.

According to ABC Unified School District, if buildout of the proposed General Plan Update results in higher population density, the District would have to consider the construction of new school facilities, transportation of students from over-enrolled schools to under-enrolled schools and the replacement of portable buildings intended for temporary use.

ABC Unified School District assesses development fees against residential and commercial/industrial development to mitigate impacts resulting from the increase in demand for school related services. However, as school facilities within Cerritos are either near or in excess of capacity, significant impacts to school facilities would result from implementation of the proposed General Plan Update.

**Policies in the Proposed General Plan Update:** There are no policies in the proposed General Plan Update regarding School Facilities.

**Mitigation Measures:** The following mitigation measure is recommended to reduce impacts to school facilities.

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<sup>7</sup> ABC Unified School District, Correspondence of October 17, 2002.

- MM-PS-1    Prior to the issuance of certificate of occupancy, individual project applicants shall submit evidence to the City of Cerritos that legally required school impact mitigation fees have been paid per the mitigation established by the ABC Unified School District.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## LIBRARY FACILITIES

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE WOULD NOT RESULT IN THE NEED FOR ADDITIONAL LIBRARY FACILITIES OR PERSONNEL.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** The City of Cerritos opened its new Library in March 2002. The facility and library related programming significantly expanded library services to the residents. Library staff underwent significant training to serve library patrons. Implementation of the proposed General Plan Update would result in population increases to Cerritos. However, the City does not anticipate any significant impacts related to implementation of the proposed General Plan Update that would require additions or modifications to the existing facility.<sup>8</sup>

**Policies in the Proposed General Plan Update:** There are no policies in the proposed General Plan Update regarding Library Facilities.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## WATER

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN INCREASED DEMAND FOR WATER SERVICES WITHIN THE CITY.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** The City of Cerritos is approximately 99 percent developed. Implementation of the proposed General Plan Update would result in development of approximately 27 acres of vacant land and approximately 46 acres of underutilized land. According to the Urban Water Management Plan and Addendum (2000), total

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<sup>8</sup> Correspondence from John H. Saunders, Deputy City Manager/Administrative Services, City of Cerritos, October 2, 2002.

water usage for the City is projected to increase from 10,299 acre feet per year in 2000 to 11,773 acre feet per year in 2020. These projections are based on complete buildout of the City and a population of 62,987 persons. The Urban Water Management Plan and Addendum is based on population projections provided by Southern California Association of Governments, local plans for the area and information provided by the City of Cerritos relating to the City's water use and conservation activities.

The City has indicated that the current water system is capable of meeting the needs of the City at buildout and completion of the new water well would further enhance the City's water system. Any new developments within the City are required to pay water allocation and water construction fees to mitigate impacts to water service. In addition, Cerritos has developed and implemented several water conservation and recycling efforts. Implementation of the policies proposed in the General Plan Update along with recycling programs already in effect would reduce any impacts regarding water service to less than significant levels.

**Policies in the Proposed General Plan Update:**

- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**SEWER SERVICES**

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN INCREASED DEMAND OF SEWER SERVICES WITHIN THE CITY.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** Implementation of the proposed General Plan Update would result in increased demand on the existing sewer system from increased sewage flows. Buildout of the City would result in the development of approximately 27 acres of vacant land and approximately 46 acres of underutilized land. Table 4.9-4, Projected Daily Sewer Flow, demonstrates the increase of daily sewer flow as a result of development associated with implementation of the proposed General Plan Update.

**Table 4.9-4  
Projected Daily Sewer Flow**

Land Use	Gal/day	New development beyond Existing General Plan	Additional Sewer Flow (gpd)
Residential			
Low Density	260	29 DU	2,603
Medium Density	-	-	
High Density	-	-	
Total Residential	260	29 DU	2,603
Office/Professional Commercial	300	149,193 SF	44,758
Regional Commercial	325	666,468 SF	216,602
Industrial/Commercial	200	107,154 SF	21,431
Light Industrial	200	434,701 SF	86,940
Institutional	200	169,894 SF	33,979
Total of All Uses			406,313
Notes:			
1. gpd: gallons per day			
2. DU: dwelling unit			
3. SF: square feet			
Source: County Sanitations Districts of Los Angeles County			

The Districts has advised that presently no deficiencies exist in Districts' facilities serving the City. However, individual developments would be reviewed by the Districts to determine if sufficient trunk sewer capacity exists to serve the specific project. In addition, the Districts charge a fee for the privilege of connecting to its Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. The fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which would mitigate the impact of the project on the Sewerage System. All expansions of Districts' facilities must be sized and service phased to be consistent with the SCAG regional growth forecast for the Southern California counties. The available capacities of the Districts' treatment facilities are limited to levels associated with the approved growth identified by SCAG. In addition to the above, the policies proposed in the General Plan Update would reduce any sewer system impacts to less than significant.

**Policies in the Proposed General Plan Update:**

- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**SOLID WASTE**

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN INCREASED DEMAND FOR SOLID WASTE SERVICES PROVIDED TO THE CITY.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** Los Angeles County landfills are rapidly nearing capacity. Waste generated from new development would add to existing landfills, contributing to the acceleration of landfill closures or the use of more distant sites. The City of Cerritos is approximately 99 percent built out. Individual development projects would be evaluated to determine its affect on solid waste management within the City.

There are eight major landfills within Los Angeles County, serving large geographic areas. According to the County Sanitation Districts of Los Angeles County, there is insufficient permitted disposal capacity within the existing system serving Los Angeles County to provide for its long-term disposal needs. There is additional capacity potentially available through the expansion of existing landfills and the use of more distant landfills. However, the necessary permits and approvals have not yet been issued.

The State of California has established 50 percent as the minimum waste reduction rate for all cities. The City of Cerritos has adopted a Source Reduction and Recycling Element (SRRE) and has achieved 44 percent waste reduction as of 1998. Compliance with State requirements, and the following proposed General Plan Update policies and mitigation measures would reduce solid waste impacts to a less than significant level.

**Policies in the Proposed General Plan Update:**

- 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measures are recommended to further reduce any impacts.

- MM-PS-2     Future development projects shall participate in the existing curbside recycling and yard waste collection programs.
- MM-PS-3     Recycling bins shall be provided by project applicants at all construction sites. All recyclable materials currently being accepted at either the landfill and/or recycling centers shall be directed for recycling at construction sites.
- MM-PS-4     On-site recycling bins shall be required for retail, business, office, manufacturing and industrial facilities.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**ELECTRICITY**

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN INCREASED DEMAND FOR ELECTRICITY PROVIDED TO THE CITY.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** Southern California Edison (SCE) is the primary supplier of electricity for the City of Cerritos. The City is approximately 99 percent developed. According to SCE, system demand is expected to continue to increase annually. However, SCE's plans for new resources indicate their ability to serve all customers resulting from implementation of the proposed General Plan Update. SCE would update existing facilities or add new facilities in the City based upon specific requests for service from end users. Financial responsibility for any updates or additional facilities would be in accordance with SCE's rules and tariffs. SCE indicated that they do not have any issues related to its transmission and distribution systems associated with providing continuing and/or long-term electric service in the City of Cerritos.

In addition, approval and completion of the Magnolia Power Project would provide added electric resources to the City of Cerritos; further reducing impacts to less than significant.

The City of Cerritos has recognized that energy issues, including electricity, have been a concern both locally and statewide. 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. As a result, the City has identified specific policies such as investigating new opportunities to enhance the provision of safe, reliable energy to Cerritos residents and businesses (CON-2.1) to ensure any impacts relating to the provision of energy resources would be less than significant.

**Policies in the Proposed General Plan Update:**

- CON-2.1 Pursue new opportunities to enhance the provision of safe, reliable and affordable energy to Cerritos residents, schools and businesses.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## NATURAL GAS

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN INCREASED DEMAND FOR NATURAL GAS PROVIDED TO THE CITY.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** The availability of natural gas service is based upon present conditions of gas supply and regulatory policies. New development associated with implementation of the proposed General Plan Update would increase the demand for natural gas. Any development would be served by the existing gas mains located throughout the City, resulting in less than significant impacts.

As previously stated, the City of Cerritos has recognized the importance in protecting and conserving energy resources. Policies CON-2.1, CON 2.2, CON-2.3 and CON-2.4 identify specific methods for the City to ensure these impacts are less than significant.

**Policies in the Proposed General Plan Update:**

- CON-2.1 Pursue new opportunities to enhance the provision of safe, reliable and affordable energy to Cerritos residents, schools and businesses.
- 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.

**Mitigation Measures:** No additional mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## TELEPHONE

- BUILDOUT OF THE CITY OF CERRITOS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN INCREASED DEMAND FOR TELEPHONE SERVICE PROVIDED TO THE CITY.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** Verizon provides telephone service to the City of Cerritos. It is expected that Verizon would have the facilities to supply the future demand anticipated from implementation of the proposed General Plan Update. Therefore, impacts are less than significant.

**Policies in the Proposed General Plan Update:** There are no policies in the proposed General Plan Update regarding telephone service.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

#### 4.9.4 UNAVOIDABLE SIGNIFICANT IMPACTS

Development under the proposed General Plan Update would create unavoidable significant impacts related to school facilities. These impacts are primarily based on the premise that current school facilities within Cerritos are either nearing or over capacity. Student enrollment projections for Cerritos demonstrate an increase that would exceed existing school capacities, requiring additional school facilities. It is anticipated that these impacts would remain significant and unavoidable. All other impacts for public services and utilities would be less than significant by adherence to and/or compliance with the policies in the proposed General Plan Update.

## 4.10 PARKS, RECREATION AND TRAILS

### 4.10.1 ENVIRONMENTAL SETTING

This section describes the existing conditions related to parks and recreation within the City of Cerritos. Identification of impacts that could result from implementation of the proposed General Plan Update and appropriate mitigation measures are provided.

### OPEN SPACE AND RECREATION RESOURCES

Open space and recreational resources in the City of Cerritos include neighborhood, community and regional parks, community centers, trails, golf courses and aquatic facilities in addition to other outdoor and indoor facilities available to the public.

#### URBAN OPEN SPACE

The City of Cerritos maintains 21 parks in addition to the Iron-Wood Nine Golf Course. These open space areas for recreation include:

- Mini-Parks;
- Neighborhood Parks;
- Community Parks;
- Regional Parks;
- Sports Facilities (golf courses, ball fields, aquatics, skate park, etc.);
- Railway and Bikeways; and
- Greenbelts.

Table 4.10-1, *City of Cerritos Park and Recreation Inventory*, outlines the services available at each recreational facility. Exhibit 4.10-1, *Open Space and Recreational Facilities*, shows the location of these facilities within the City.

The City of Cerritos has established a standard requiring three acres of park space per 1,000 residents. Chapter 17.40 of the Cerritos Municipal Code provides regulatory standards for parkland development. As a condition of approval of final subdivision maps, or approval of any residential development within the City, when a tract map is not required, the project applicant is required to dedicate land or pay a fee in lieu thereof, or both at the discretion of the City. Currently, Cerritos has approximately 238 acres of parkland, which includes community, neighborhood and regional parks.

The development guidelines for park facilities within the City of Cerritos are shown in Table 4.10-2, *City of Cerritos Park Development Guidelines*. They include size and facility guidelines for community, neighborhood and mini parks within the City.

**Table 4.10-1  
City of Cerritos Park and Recreation Inventory**

Park Sites	Acreage	Ball Diamond	Basketball/Volley	Island Playground	Meeting Room	Plenic 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 <sup>(5)</sup>	2.5		•							•										
Brookhaven Park	0.7		•							•										
Cerritos Park East <sup>(1)</sup>	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 <sup>(3)</sup>	15.3	•	•	•	•	•			•	•				•						
Jacob Park	5.1		•							•										•
Liberty Park <sup>(2)</sup>	10.9	•	•		•	•	•	•	•	•			•	•	•	•		•		•
Loma Park	0.8					•				•										
Rainbow Park <sup>(5)</sup>	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 <sup>(4)</sup>	45.5	•	•			•			•	•		•	•	•					•	
Community Gym at Cerritos High	--		•						•					•						
Community Gym at Whitney High	--		•						•					•						
Cerritos Senior Center at Pat Nixon Park	3.8				•	•			•					•				•		
<b>TOTAL</b>	<b>192.2</b>																			

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).

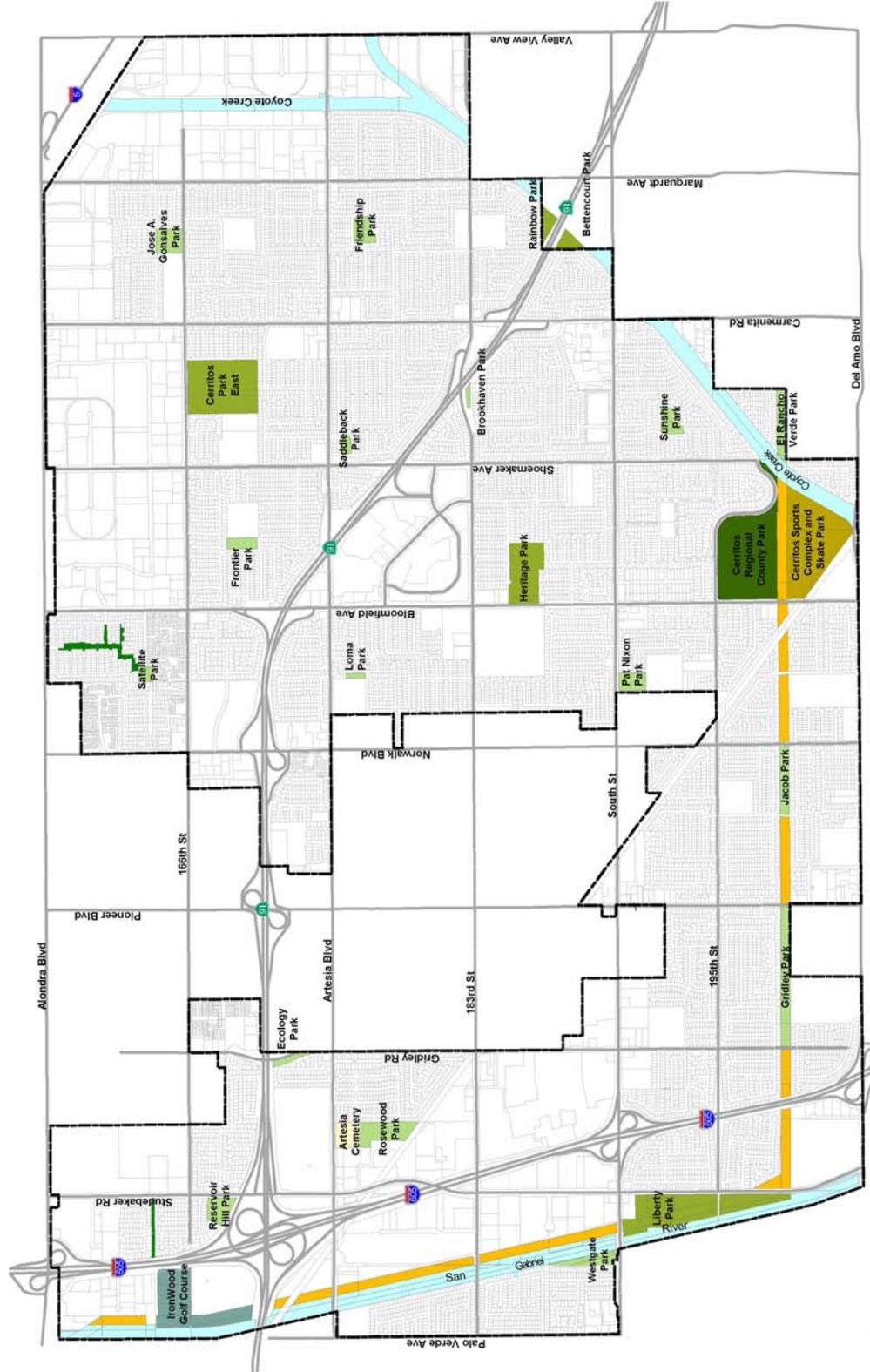
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- LEGEND**
- Neighborhood Park
  - Community Park
  - Greenbelts with Trails
  - Regional Park
  - Special Park
  - Sports Complex and Skate Park
  - Cemetery
  - Edison Utility
  - Flood Control Utility
  - City limit

Park Name	Acres
Brookhaven Park	07
Cerritos Park East	29.9
Cerritos Regional County Park	410
Sports Complex and Skate Park	455
Ecology Park	15
El Rancho Verde Park	53
Friendship Park	3.9
Frontier Park	9.6
Gonsalves Park	32
Gridley Park	10.4
Heritage Park	153
Jacob Park	51
Liberty Park	10.9
Loma Park	0.6
Pat Nixon Park	3.6
Reservoir Hill Park	4.6
Rosewood Park	8.0
Saddleback Park	15
Sunshine Park	19
Westgate Park	37
Westgate Park	4.5
<b>Total Acres</b>	<b>206.1</b>
IronWood Golf Course	281
<b>Parks Outside City Limits Maintained by the City of Cerritos</b>	
<b>Parks</b>	<b>Acres</b>
Bettencourt Park	2.5
Rainbow Park	2.5
<b>Total Acres</b>	<b>50</b>

**GIS**



**Open Space and Recreational Facilities**

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**Table 4.10-2  
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

### Community Parks

Community Parks are typically greater than 10 acres and service an area of one to one and one-half miles. They provide amenities for both active and passive uses. Athletic fields, picnicking areas, play lots and community centers are common facilities found at these locations.

Cerritos has three community parks: Cerritos Park East, Heritage Park and Liberty Park. All three of these parks have a community center equipped with meeting facilities. They provide play areas in addition to athletic fields. Liberty Park also has a fitness center, indoor racquetball court and an outdoor amphitheatre.

### Neighborhood Parks

Neighborhood parks are typically three to five acres and service the immediate neighborhood, within a one-half mile area. Amenities include tot lots, multi-use courts and picnic areas.

Cerritos has 15 neighborhood parks, providing 59.7 acres of recreational space. The amenities at each park location vary and are listed under Table 4.10-1, *City of Cerritos Park and Recreation Inventory*. These parks are distributed throughout the City, providing a variety of recreation areas for residents.

Cerritos maintains two additional parks located in the neighboring City of La Palma. They are Bettencourt Park and Rainbow Park. Refer to Table 4.10-3, *Parks Maintained by City of Cerritos*.

**Table 4.10-3  
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

## **Regional Parks**

Cerritos Regional County Park, Sports Complex and Skate Park consist of over 86 acres including a 25-acre sports complex leased from the County of Los Angeles. The park provides several athletic fields, tennis courts, picnic areas and a swimming pool.

## **RECREATION/OPEN SPACE RESOURCES**

### **Golf Course**

The Iron-Wood Nine Golf Course is a nine-hole executive golf course owned by the City of Cerritos. A night-lighted driving range is also available on-site.

### **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. The Cerritos Regional County Park provides a 50-meter outdoor swimming pool open during the summer months by Los Angeles County Parks and Recreation.

### **Bikeways and Trailways**

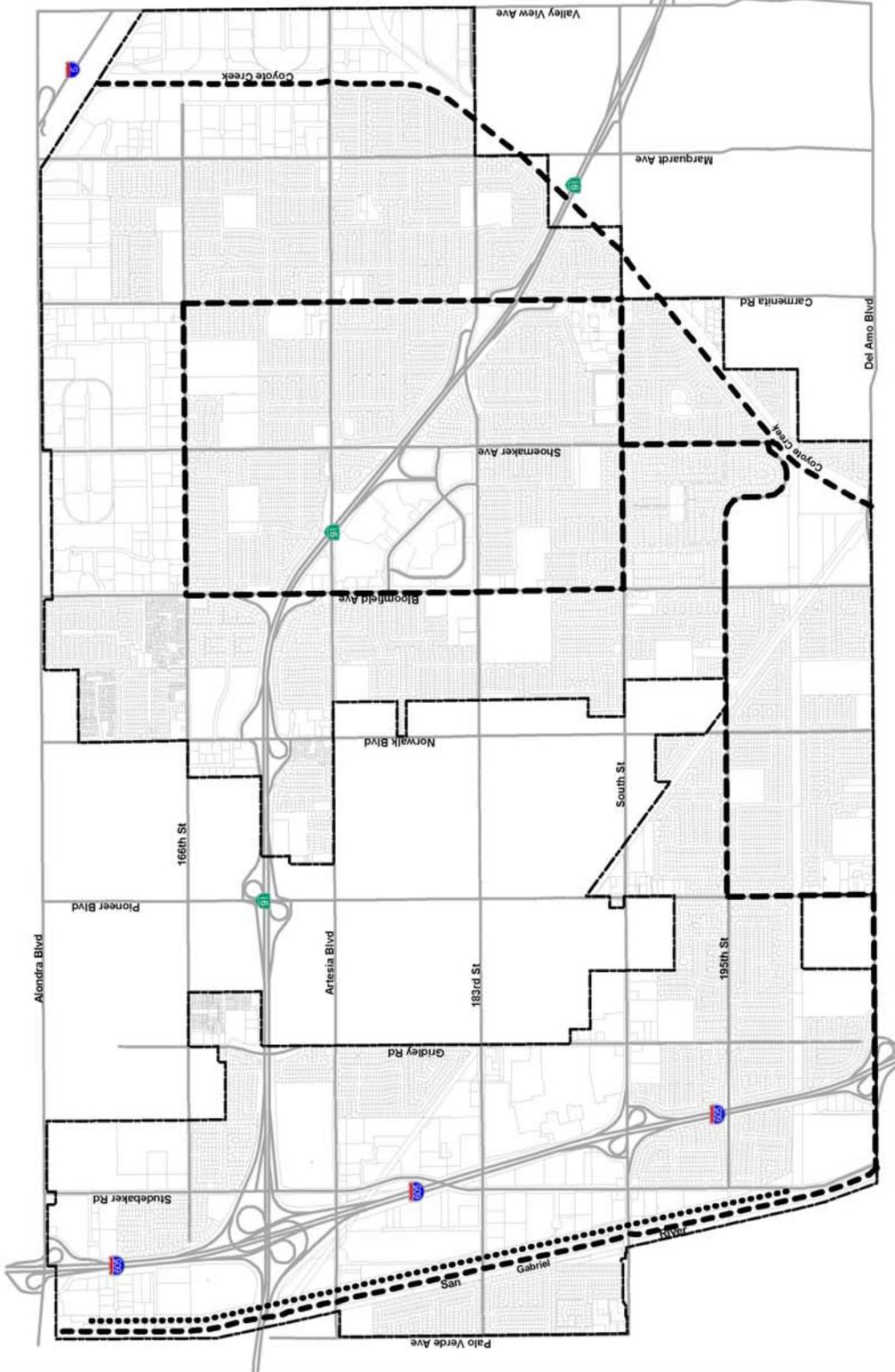
A variety of bikeways are provided throughout the City. Trailways are located along the San Gabriel River Channel and Coyote Creek flood control facilities. Exhibit 4.10-2, *Bikeways and Trailways Map*, shows the locations of these paths.

### **Equestrian Trails**

The City provides equestrian trails along the San Gabriel River Channel and Coyote Creek drainage facilities. Exhibit 4.10-2 depicts the location of these trails.

### **Open Space For Public Health and Safety**

Certain open space areas in Cerritos provide for protection from potentially harmful natural and man-made hazards. Open spaces adjacent to overhead electrical wires, pipelines or setbacks from drainage channels or retention basins are examples of open space used for public health and safety. Jacob, Gridley, Liberty and El Rancho Verde Parks are linear parks, providing open space buffers from residential and public school uses. Exhibit 4.10-3, *Open Space for Public Health and Safety*, provides an overview of open resources for public health and safety.



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**LEGEND**  
 Bikeway System  
 Equestrian Trail  
 City limit



1000 0 1000 5000 Feet



Source: GIS Data, City of Cerritos

**Bikeways and Trailways Map**

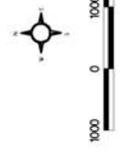
Exhibit 4.10-2

JN: 10100483  
 May 24, 2004

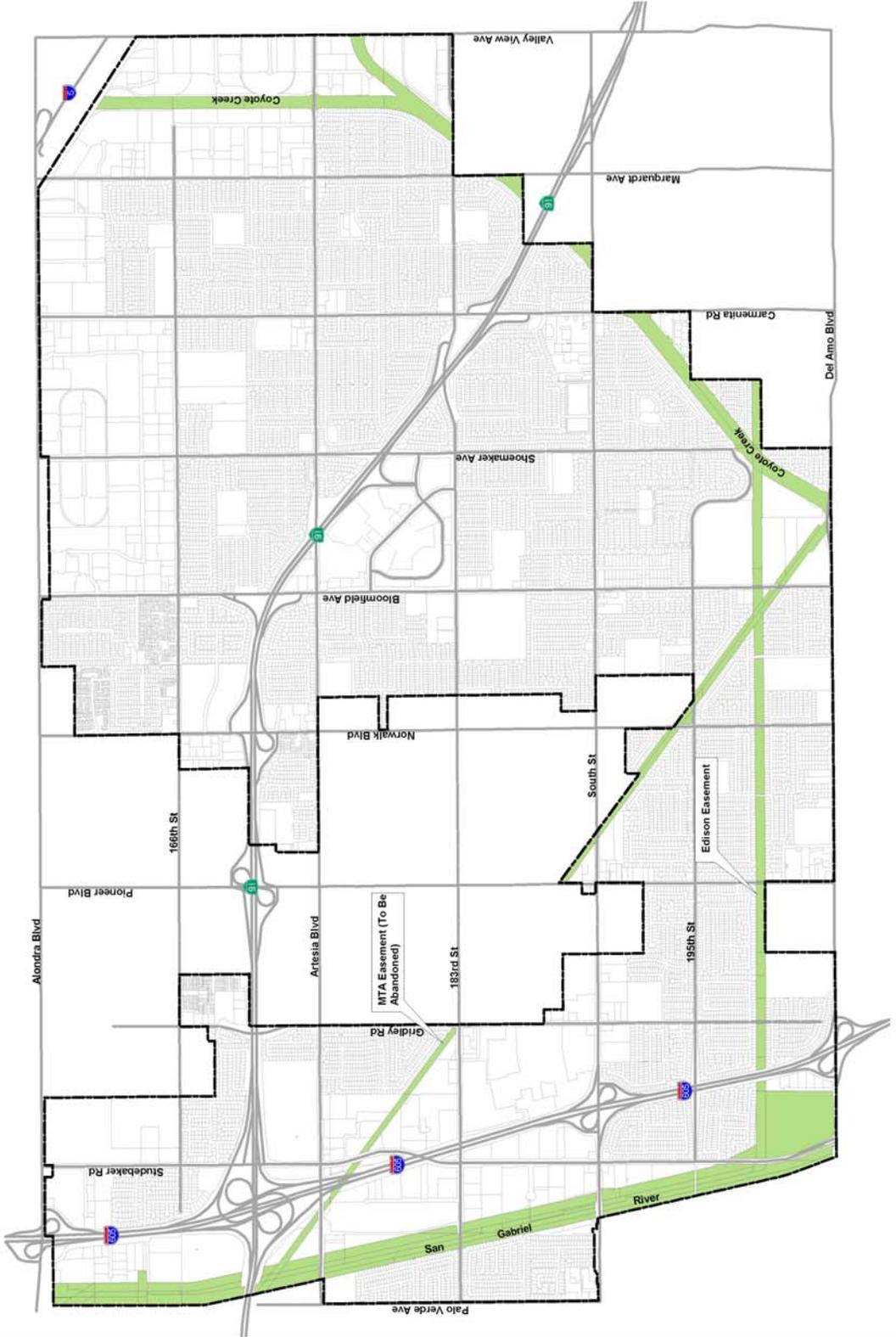


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**GENERAL PLAN EIR**

**LEGEND**  
█ Open Space for Public Health and Safety  
 City Limits



Source: RBF Consulting



**Open Space for Public Health and Safety**

Exhibit 4.10-3

JN: 10100483  
 May 24, 2004



## RECREATION PROGRAMS

The City of Cerritos offers several recreation programs in conjunction with community groups. These programs include sports activities, youth services, classes, cultural arts and senior citizen/human services. The City's Adaptive Recreation programs are designed for people with special needs and comply with the Americans with Disabilities Act (ADA). They provide reasonable accommodations for recreation programs and facilities enabling participation by individuals with disabilities.

A Community Services Program listing special events, sports and classes is published quarterly. The program is included in the issues of "The Cerritos News," mailed to all homes and businesses in the community. The Recreation Services Division involved more than 1,119,000 people in programs, use of facilities and sponsored events during the 1999-2000 fiscal year.

### After School Programs

After school and summer recreation programs are provided under the supervision of the City's Special Activities Department, and in conjunction with ABC Unified School District. Frontier Park, Sunshine Park, Friendship Park and Westgate Park provide children with activities such as sports, crafts, table games and a monthly excursion to local sites including Cerritos Olympic Swim and Fitness Center, Skate Depot and El Dorado Nature Center. The Carmenita Recreation Academic Study Hall provides middle school students with after-school activities.

### Teen Programs

The Recreation Services Division provides a variety of activities designed specifically for the teen population of Cerritos. City staff, middle school and high school administrators from the ABC Unified School District and the City's youth participate in open-forum discussions to define interests and desires for recreation opportunities and teen programs. In addition to the sport/fitness classes and leagues, dance, music, aquatics and golf classes, 11 bi-monthly activity nights are provided for Cerritos teens at the community centers.

### Day Camps

Day camps are held throughout the year for children and young adults. They provide opportunities for education and social enrichment. The Recreation Services Division conducted 28 different day camps during the 1999-2000 fiscal year for children ages 5 through 14.

### **Senior Activities**

The Cerritos Center at Pat Nixon Park provides structured and informal recreational opportunities for the City's seniors. Seniors can participate in bingo, movies, dance lessons, arts and crafts or day excursions.

The Cerritos Center provides a variety of fitness and wellness programs, educational classes and workshops. Counseling and social services including legal aid, tax preparation assistance, social security, Medicare and health assistance are also provided.

### **Community Gymnasiums**

The City of Cerritos and the ABC Unified School District work together to provide community-wide access to the Cerritos and Whitney High School gymnasiums. In addition, the tennis courts at Cerritos High School are available for public use. Organized sports classes are offered to adults and youths at both locations.

### **Performing Arts Programs**

The indoor stage at Cerritos Park East and outdoor facility at Heritage Park allows for the staging of children's musicals and annual talent show.

### **Special Events**

A variety of other events provided by the City include, Concerts in the Park, Movie nights and other specialized shows. Additional programs and activities are scheduled throughout the year.

## **SCHOOL FACILITIES**

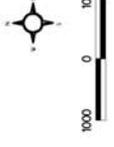
Public and private school facilities provide additional open space resources for the City of Cerritos. The City has 22 public and private schools located within its boundaries. Exhibit 4.10-4, *School Facilities*, shows the locations of these schools.

The ABC Unified School District and the City of Cerritos work together to provide services and facilities for the City's youth. The Recreation Services Division utilizes resources at Cerritos, Whitney and Gahr High Schools for various programs and activities. Refer to Table 4.10-4, *School Facilities in Cerritos*.

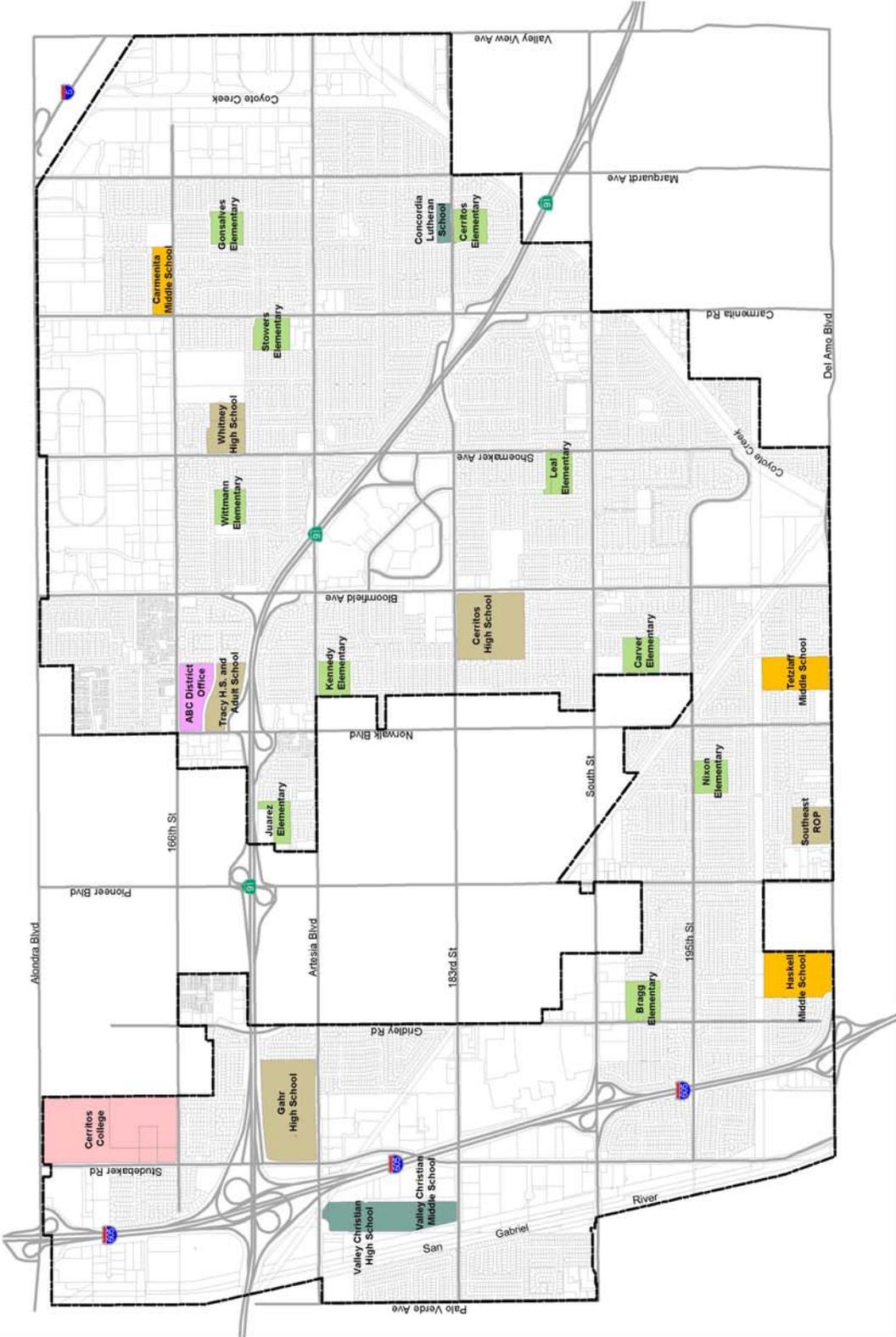
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- LEGEND**
- Public Elementary
  - Public Middle School
  - Public High School/Adult School
  - Private School
  - College
  - School District Facilities
  - City Limits

School Name	Acres
<b>Elementary</b>	
Bragg	1131
Coner	538
Cerritos	930
Gonsalves	860
Juarez	915
Kennedy	757
Leal	926
Nixon	974
Stowers	892
Wittmann	
<b>Middle School</b>	
Carmita	1130
Haskell	1211
Tetzlaff	1835
<b>High School</b>	
Cerritos	3756
Gahr	2647
Tracy	1501
Whitney (Includes Middle School Students)	1332
<b>Other</b>	
ABC Adult School	1457
Concordia Lutheran School	432
Valley Christian High School	1509
Valley Christian Middle School	1485
Southeast ROP	1101
Cerritos College	7430



Source: GIS Data, City of Cerritos



**School Facilities**

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**Table 4.10-4  
School Facilities in Cerritos**

School	Acreage
<b>Elementary Schools</b>	
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>	<b>79.27 acres</b>
<b>Middle Schools</b>	
Carmenita	11.20 acres
Haskell	12.11 acres
Tetzlaff	18.38 acres
<i>Sub-Total</i>	<b>41.69 acres</b>
<b>High Schools</b>	
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>	<b>123.14 acres</b>
<b>Private</b>	
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>	<b>144.49 acres</b>
<b>TOTAL</b>	<b>388.29 acres</b>
Source: ABC Unified School District, GIS Data, City of Cerritos.	

## PRIVATE FACILITIES

### Commercial/Industrial Open Space Facilities

Cerritos has a large employment base, increasing the need for daytime open space resources. These resources are utilized for breaks, lunch hours and quiet time. Cerritos businesses contribute to open space resources by providing these areas for employees.

## 4.10.2 STANDARDS OF SIGNIFICANCE

### SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Parks and recreational impacts resulting from the implementation of the proposed General Plan Update could be considered significant if they cause any of the following results:

- Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and/or
- Does the project include recreation facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Based on these standards, the effects of the proposed project have been characterized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant impact level through the application of mitigation, it is categorized as a significant and unavoidable impact.

## 4.10.3 IMPACTS AND MITIGATION MEASURES

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE COULD RESULT IN SIGNIFICANT IMPACTS TO THE ADEQUATE AVAILABILITY OF PARKLAND AND RECREATIONAL FACILITIES WITHIN THE CITY.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** The City of Cerritos has approximately 228 acres of parkland, including community, neighborhood and regional parks. The State of California standard for park open space is 3 acres for every 1,000 residents. The City is approximately 99 percent developed, so there is little potential to acquire and develop additional parkland.

The City of Cerritos had a total population of 52,100 in 2001<sup>1</sup> and 187.2 acres of parkland. Based on the State and City adopted park standard of three acres per 1,000 residents, the City exceeds their target acreage of 156.3 acres<sup>2</sup>. The proposed General Plan Update projects the population to be approximately 53,009 in 2020<sup>3</sup>. This increase would result in approximately 3 acres of needed parkland. The City currently shows a parkland surplus of approximately 30.9 acres. Therefore, the City has extensive park facilities and resources to accommodate implementation of the proposed General Plan Update.

Cerritos maintains several recreation facilities and programs for its residents. The City has identified the provision of park and recreation facilities and programs for those who live and work in the City of Cerritos as one of its goals (OSR-2). Policies OSR 2.1 and OSR 2.2 provide for the protection and enhancement of open space within Cerritos and policies OSR 3.2 and OSR 4.1 provide for recreational facilities and programs based on the needs of the residents. Implementation of the proposed General Plan Update would further reduce any impacts on parkland and recreation facilities within the City to less than significant levels.

#### **Policies in the Proposed General Plan Update:**

- OSR-1.2      Work with ABC Unified School District to 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-2.1      Continue to exceed the State's and the City's park guideline of three acres per 1,000 residents.

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<sup>1</sup> Source: 2000: [www.dof.ca.gov](http://www.dof.ca.gov), State of California, Department of Finance, E-1 City/County Population Estimates, with Annual Percent Change, January 1, 2001 and 2002. Sacramento, California, May 2002.

<sup>2</sup> Using the City population of 52,100 people in 2001, Cerritos would need 156.3 acres of parkland to meet the parkland to population ratio of 3 acres per 1,000 people.

<sup>3</sup> Based upon a total of 15,871 dwelling units and 3.34 persons per household.

- 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.
- 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.
- 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.
- OSR-5.2 Provide a GIS-based inventory of existing open space to assist in the management of this resource.
- OSR-7.1 Ensure all residents of Cerritos are aware of recreational opportunities through the regular distribution of information about programs.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

#### 4.10.4 UNAVOIDABLE SIGNIFICANT IMPACTS

All parkland and recreational facilities impacts associated with implementation of the proposed General Plan Update would be less than significant by adherence to and/or compliance with policies in the proposed General Plan Update. No unavoidable significant parkland impacts would occur as a result of buildout of the proposed General Plan Update.

## **4.11 PUBLIC HEALTH AND SAFETY**

This section describes the means by which hazardous substances are regulated from a Federal, State and local perspective and discusses potential adverse impacts to human health and the environment due to exposure of hazardous materials. For this EIR, the term “hazardous material” includes any material that, because of its quantity, concentration, or physical, chemical, or biological characteristics, poses a considerable present or potential hazard to human health or safety, or to the environment. It refers generally to hazardous chemicals, radioactive materials and biohazards materials. “Hazardous waste,” a subset of hazardous material, is material that is to be abandoned, discarded, or recycled and includes chemicals, radioactive and bio-hazardous waste (including medical waste).

### **4.11.1 ENVIRONMENTAL SETTING**

#### **HAZARDOUS MATERIALS REGULATORY SETTING**

##### **STATE AND FEDERAL HAZARDOUS WASTE MANAGEMENT**

The U.S. Environmental Protection Agency (EPA) and the California Department of Toxic Substance Control (DTSC) have developed and continue to update lists of hazardous waste subject to regulation. Regulation of hazardous wastes is provided on both the State and Federal levels.

##### **REGIONAL**

The South Coast Air Quality Management District (SCAQMD) works with the California Air Resources Board (CARB) and is responsible for developing and implementing rules and regulations regarding air toxics on a local level. The SCAQMD establishes permitting requirements, inspects emission sources and enforces measures through educational programs and/or fines.

In response to the growing Statewide concern of hazardous waste management, State Assembly Bill 2948 (Tanner 1986) enacted legislation authorizing local governments to develop comprehensive hazardous waste management plans. The intent of each plan is to assure that adequate treatment and disposal capacity is available to manage the hazardous wastes generated within its jurisdiction.

##### **HEALTH HAZARDOUS MATERIALS DIVISION (LOS ANGELES COUNTY FIRE DEPARTMENT)**

In the 1970s and 1980s, major hazardous materials incidents nationally and in Los Angeles County focused public attention on the safe handling, storage, transportation

and disposal of hazardous materials and wastes. In May 1982, the Los Angeles County Board of Supervisors established the Hazardous Materials Control Program in the Department of Health Services. Originally, the program focused on the inspection of businesses that generate hazardous waste, but has since expanded to include hazardous materials inspections, criminal investigations, site mitigation oversight and emergency response operations. On July 1, 1991, the program was transferred to the Fire Department and its name changed to Health Hazardous Materials Division (HHMD).

The HHMD mission is to protect the public health and the environment throughout Los Angeles County from accidental releases and improper handling, storage, transportation and disposal of hazardous materials and wastes through coordinated efforts of inspections, emergency response, enforcement and site mitigation oversight. The Hazardous Materials Specialists are environmental health professionals dedicated to preventing pollution by serving both the public and business communities in Los Angeles County.

## **HOUSEHOLD HAZARDOUS WASTE PROGRAM**

The Los Angeles Sanitation District, in cooperation with Los Angeles County, has established the Household Hazardous Waste Collection Program. The Household Hazardous Waste Collection Program provides Los Angeles County residents a legal and cost-free way to dispose of unwanted household chemicals that cannot be disposed of in the regular trash. The Household Hazardous Waste Program allows residents to dispose of the following household chemicals:

- Motor oil, oil filters, brake fluid;
- Paint, paint thinner, turpentine;
- Cleaners with acid or lye;
- Pesticides or herbicides;
- Household batteries or car batteries; and/or
- Pool chemicals.

Every Saturday, the Sanitation District and the County Department of Public Works set up collection centers throughout the County open from 9:00 a.m. to 3:00 p.m.

## **HAZARDOUS AND TOXIC MATERIALS IN CERRITOS**

In the past few decades, some chemicals commonly used and widely dispersed have been found to be significantly harmful. Federal, State and county agencies have generally recognized toxic substances as chemicals or mixtures whose manufacture, processing, distribution, use, or disposal may present an unreasonable risk to human health or the environment.

Emergency response plans are in place with the City per the Standard Emergency Management System (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 due to the health and safety threat it poses. 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 4.11-1, Potentially Hazardous Pipelines, illustrates the locations of each of these facilities. Pipelines represent a hazard due to the contents of the pipeline and the potential for them to rupture causing chemical leaks, explosions, or fires.

### Superfund Sites

According to the EPA's database of Superfund Sites<sup>1</sup>, there are a total of four Archived Superfund sites in Cerritos (refer to Table 4.11-1, Hazardous Waste Sites). Archive status indicates that to the best of the EPA's knowledge, Superfund has completed its assessment of a site and has determined that no further steps will be taken to list that

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<sup>1</sup> Website: [www.epa.gov/superfund/sites](http://www.epa.gov/superfund/sites).

site on the National Priorities List (NPL). Therefore, the Archive sites have been removed and archived from the inventory of Superfund sites.

**Table 4.11-1  
Hazardous Waste Sites**

Site	Address	Archived	Non-NPL Status
Cerritos Sports Complex	19700-19900 S. Bloomfield Ave	02/01/1985	NFRAP
Larry Zelkes Residence	12129 Yearling	03/28/1990	NFRAP
Modern Coatings	17301 Edwards Road	09/01/1984	NFRAP
Target Chemical Company	17710 Studebaker Road	08/01/1985	NFRAP
Note: NFRAP-No Further Remediation Action Planned			

**Closed and Inactive Landfills**

In addition to commercial and industrial uses within the City of Cerritos, two closed disposal sites have been documented to exist in the area. The Dairy Valley Land Reclamation Project site (SWIS No. 19-AA-5293) is located at 19900 Bloomfield Avenue and is the current site of the City of Cerritos Sports Complex. As indicated in Table 4.11-1, Hazardous Waste Sites, this site was evaluated in 1985 and was not put on the NPL. The Fred Theriot Site (SWIS No. 19-AA-5229) is located at 20200 Bloomfield Avenue and is the current site of a Target store. This site is currently being reviewed/assessed for possible inclusion on the NPL.

**4.11.2 STANDARDS OF SIGNIFICANCE**

**SIGNIFICANCE CRITERIA**

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts which are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Hazards and Hazardous Material impacts resulting from the implementation of the proposed General Plan Update may be considered significant if they cause the following results:

- ❑ Create a significant hazard to the public or the environment through the routing transport, use, or disposal of hazardous materials;

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**GENERAL PLAN EIR**

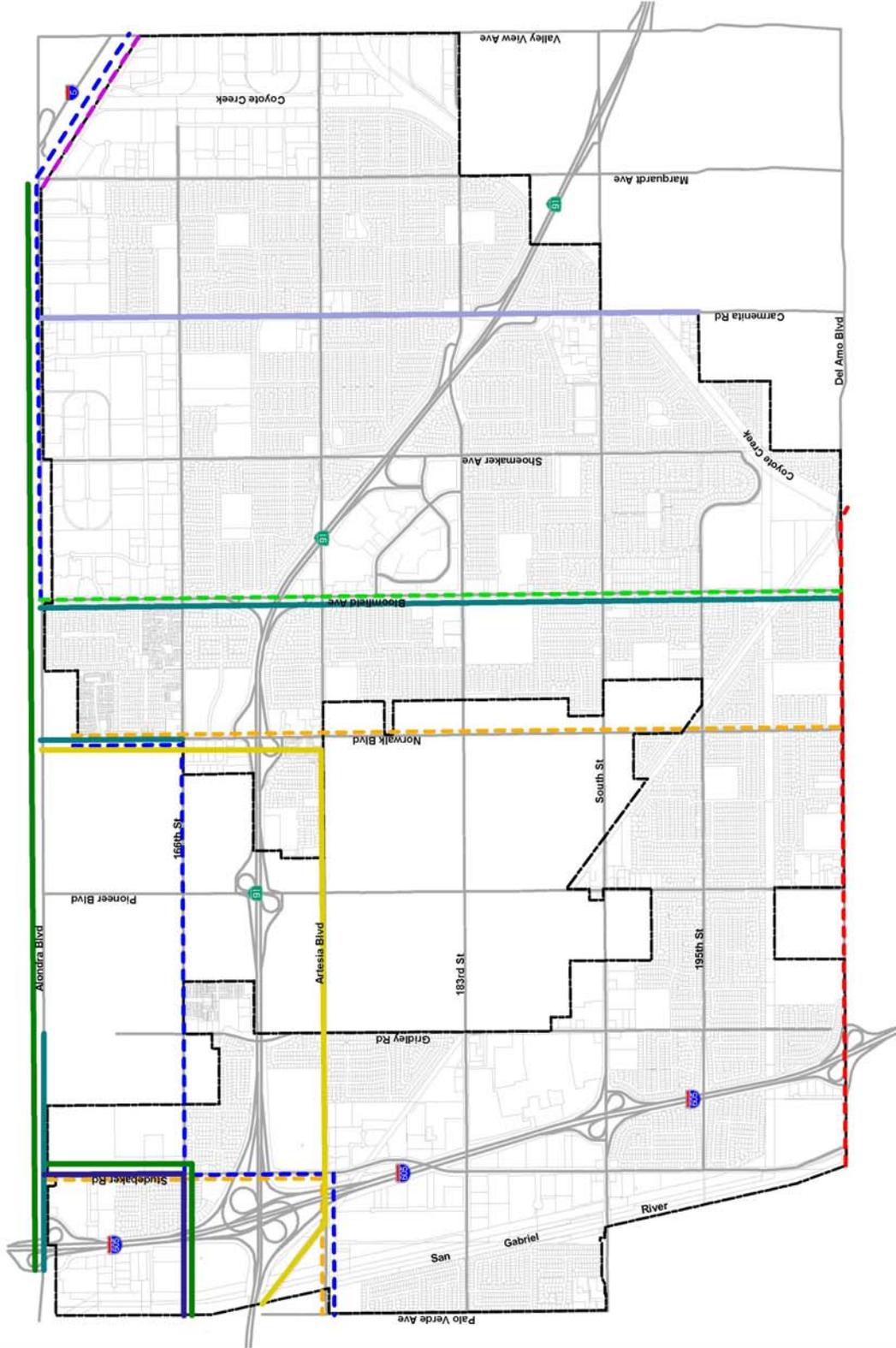
**LEGEND**

- Pipelines
- ARCO
  - Chevron
  - Defense
  - Powertine
  - 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.



Source: GIS Data, City of Cerritos



**Potentially Hazardous Pipelines**

Exhibit 4.11-1

JN: 10100483  
 May 24, 2004



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- ❑ Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- ❑ Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- ❑ Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- ❑ For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area (refer to Section 7.0, *Effects Found Not To Be Significant*);
- ❑ For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area (refer to Section 7.0, *Effects Found Not To Be Significant*);
- ❑ Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (refer to Section 7.0, *Effects Found Not To Be Significant*); and/or
- ❑ Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (refer to Section 7.0, *Effects Found Not To Be Significant*).

Based on these standards, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

### 4.11.3 IMPACTS AND MITIGATION MEASURES

#### HAZARDOUS MATERIALS USE, GENERATION AND TRANSPORT

- NEW COMMERCIAL OR INDUSTRIAL DEVELOPMENT IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN AN INCREASED RISK OF UPSET ASSOCIATED WITH THE ROUTINE USE, GENERATION AND TRANSPORT OF HAZARDOUS MATERIALS, WHICH MAY POTENTIALLY POSE A HEALTH OR SAFETY HAZARD.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** Many industries use various chemicals and hazardous materials in their routine business operations in which these chemicals are manufactured, warehoused or transported. Currently, there are a variety of existing business operations in the City of Cerritos that use, store, or transport hazardous substances, as well as generate hazardous waste. The types and quantities of hazardous materials utilized by the various types of businesses that could locate in the City would vary tremendously and, as a result, the nature of potential hazards would also be varied. Such substances can range from common automobile oil and household pesticides to chlorine, dry-cleaning solutions, ammonia, or substances used in commercial and industrial operations. Therefore, any non-residential development that occurs within the City may result in an increase in hazardous materials use, transport, or generation of hazardous waste.

Since the proposed General Plan Update does not include any specific development projects, no specific type of hazard associated with the use of these materials can be identified and the likelihood of a hazard presenting a serious health or safety to the public cannot be determined at this time. However, it can be generally concluded that any additional non-residential development in the City would result in an increase in the use and transport of hazardous materials and an increase in the generation of hazardous waste. The consequence of this increase presence of hazardous materials in the City is an increase in the potential for human exposure to these substances, with possible public health and safety consequences.

New businesses that locate near residential areas or within ¼-mile from a school may expose these sensitive land uses to greater risk of exposure to hazardous materials, wastes, or emissions. For example, along 166<sup>th</sup> Street and Marquardt Avenue, a buffer in the form of a major street, channel, or intervening land use separates residential areas from industrial areas. However, of the approximately 27 acres of vacant land, approximately 12 acres are proposed to be developed with Light Industrial uses under the proposed General Plan Update. The Light Industrial uses may utilize, transport and/or store chemicals, creating a possible hazard. The accidental release or combustion of these hazardous materials could endanger individuals within the community.

In order to limit the potential hazards and dangers associated with hazardous materials, the proposed General Plan Update has established various goals that work to limit the threat caused by hazardous materials. Goal SAF-3 states, "Minimize the threat of life and property associated with the transport, use, storage and disposal of toxic and/or hazardous materials". In addition, the General Plan establishes goals to protect against the impacts of creating, handling and storing hazardous waste and to limit property damage due to the failure of underground pipelines. Goals established in the Land Use Element, specifically Goal LU-4, work to limit incompatible uses which could result in the exposure of sensitive receptors to hazardous materials.

It is impossible to eliminate the potential risks associated with the use, storage and transport of hazardous materials. However, compliance with measures established by Federal, State and local regulatory agencies is considered adequate to offset the

negative effects related to the use, storage and transport of hazardous materials in the City. In addition, the following General Plan Update policies and recommended mitigation measures would further reduce hazardous materials impacts to a less than significant level.

**Policies in the Proposed General Plan Update:** The Safety, Land Use and Circulation Elements contain the following 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.
- 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-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.
- 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.
- 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.

**Mitigation Measures:** In addition to the policies listed above, the following mitigation measures are recommended to further reduce any impacts.

- MM-PHS-1 Ensure that all new uses within the City of Cerritos comply with applicable laws regarding hazardous substances remediation, storage, use and handling, and incorporate precautions that protect adjoining uses from unacceptable health and safety risks.
- MM-PHS-2 Establish and adopt development standards which ensure that new commercial and industrial development near proposed residential, school use or mixed use districts does not create an unacceptable risk of human exposure to hazardous materials.
- MM-PHS-3 Coordinate with hazardous substance regulatory agencies to ensure that businesses located in the City comply with all hazardous materials regulations during the permitting and site inspection process.

MM-PHS-4 Ensure that land use approvals (General Plan and Zoning) that the siting and permitting of businesses, which store, treat, handle, and recycle hazardous wastes are directed to suitable locations in order to ensure the protection of public health and the environment. Through these approvals the City shall impose appropriate mitigation for protection of public health and the environment.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

### ■ ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS USES, STORED, OR TRANSPORTED IN THE CITY MAY RESULT IN A PUBLIC HEALTH RISK.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** New commercial and industrial development or the expansion of commercial and industrial uses would result in an increase in the use and transport of hazardous materials in the City. The increased use and transport of hazardous materials in the City increases the potential for accidental releases of hazardous materials. Typical incidents that could result in accidental release of hazardous materials include leaking underground storage tanks, accidents during transport causing a “spill” of a hazardous materials and/or natural disasters causing the unauthorized release of a substance. If not cleaned up immediately and completely, these and other types of incidents could cause contamination of soil, surface water and groundwater, in addition to any toxic fumes that might be generated. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of contaminant and the degree of exposure.

Accidental releases would most likely occur in the commercial and industrial areas and along transport routes leading to and from these areas. The primary concentration of industrial businesses is located within ADP-1 and the northeastern corner of Cerritos. There are also pockets of light industrial uses located within the eastern portion of Cerritos. Access to these areas is provided by I-5 and I-605 freeways and from Alondra Boulevard, Carmenita Road, Marquardt Avenue and Studebaker Road. These areas are generally separated by buffers from the adjacent commercial and residential uses. In addition, the City’s setback requirements from streets minimize the damage that may occur from transportation-related hazardous waste spills.

The use and storage of hazardous substances is regulated by CalEPA, the State Water Resources Control Board and the Health Hazards Materials Division (Los Angeles County Fire Department). The California Highway Patrol and the California Department of Transportation enforce hazardous substance transportation regulations. The Los Angeles County Fire Department provides emergency response to accidental release

of hazardous substances. The Hazardous Materials Release Response Plans and Inventory Law of 1985 (or the Business Plan Act) requires that a business that uses, handles, or stores hazardous materials above a certain quantity prepare a plan which must include an inventory of hazardous substances on the premises. A Risk Management and Prevention Plan (RMPP) may be required for businesses that use acutely hazardous substances and are located in proximity to sensitive land uses. As a part of the RMPP, businesses that handle acutely hazardous materials must include a hazard and operability study (HAZOP), which analyze potential hazards to sensitive populations in the vicinity. The Los Angeles County Fire Department oversees the submittal of Business Emergency Plans, which are intended to mitigate potential release of hazardous substances and minimize potential harm or damage. Oversight by the appropriate agencies and compliance with applicable regulations are considered adequate to offset the negative effects related to the accidental release of hazardous materials in the City. However, goals established in the General Plan also work to reduce or eliminate the hazards associated with the accidental release of hazardous materials. Goal CIR-1 in the Circulation Element proposes to “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”, in order to limit traffic related release of hazardous materials. Additionally, goals established in the Safety Element including SAF-3, SAF-4 and SAF-5, work to reduce impacts associated with the exposure of hazardous materials as a result of pipeline rupture and/or with the handling of hazardous materials. Finally, the following policies in the proposed General Plan Update would further reduce hazardous materials impacts to a less than significant level.

**Policies in the Proposed General Plan Update:** The Circulation, Safety and Land Use Elements contain the following policies:

- 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.
- 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.
- 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.
- 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 the siting of 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

## INCREASED AIR TOXIC EMISSIONS

- NEW BUSINESSES LOCATING IN THE CITY OF CERRITOS MAY INCLUDE ADDITIONAL SOURCES OF AIR TOXIC EMISSIONS, POTENTIALLY INCREASING EXPOSURE OF RESIDENTS AND EMPLOYEES TO AIR TOXICS.

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** As a result of buildout of the proposed General Plan Update, new commercial and industrial uses developed in the City would increase the potential sources of air toxic emissions. Additional sources of air toxic emissions in the City

would contribute to risk of human exposure to toxic substances. Human exposure to toxic air emissions could have potential health effects depending on a variety of factors, including the nature and concentration of the toxic substance and the degree of exposure. As with other toxic substances, people who face the greatest potential for exposure to toxic air emissions are those who reside or work in close proximity to emission sources. Toxic air emissions differ from other hazardous substances in that they can be easily transported by air currents. While this allows these emissions to be quickly carried over relatively large distances when released into the open air (depending on atmosphere conditions), it can also cause the emissions to be readily dispersed into lower concentrations.

The South Coast Air Quality Management District (SCAQMD) works with the California Air Resources Board (CARB) and is responsible for developing and implementing rules and regulations regarding air toxics on a local level. The SCAQMD establishes permitting requirements, inspects emission sources and enforces measures through educational programs and/or fines. Existing regulations, permitting requirements and inspections by SCAQMD are considered adequate to reduce this impact to a less than significant level. Recognizing the potential impacts associated with future air quality, the Air Quality Element establishes Goal AQ-1 to ensure appropriate land use planning, along with regulatory planning efforts reduce pollution. In addition, the following policies in the proposed General Plan Update would further reduce impacts to a less than significant level.

**Policies in the Proposed General Plan Update:** The Land Use and Air Quality Elements contain the following policies:

- LU-4.1      Require that commercial and industrial development that adjoins residential or educational uses be adequately screened and buffered from the residential neighborhood or educational facility.
  
- LU-4.3      Coordinate with adjacent landowners, cities and counties in developing compatible land uses for areas adjacent to the City's boundaries.
  
- 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 project 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.
- 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-2.4 Promote state and federal legislation that would improve vehicle/ transportation technology and cleaner fuels.
- 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.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

#### 4.11.4 UNAVOIDABLE SIGNIFICANT IMPACTS

All public, health and safety impacts associated with implementation of the proposed General Plan Update for the City of Cerritos would be less than significant by adherence to and/or compliance with policies in the proposed General Plan Update and with the imposition of mitigation measures. No unavoidable significant public health and safety impacts would occur as a result of buildout of the proposed General Plan Update.

## **4.12    CULTURAL RESOURCES**

This section describes the cultural and historical resources within the City of Cerritos. Identification of cultural and historical resource impacts that could result from implementation of the proposed General Plan Update and appropriate mitigation measures are provided.

### **4.12.1    ENVIRONMENTAL SETTING**

#### **HISTORICAL DEVELOPMENT OF CERRITOS**

In the early 1800s, the Cerritos of today was part of a large ranch, Rancho Los Nietos, owned by Manuel Nieto. The land was later divided into five separate ranchos. In the late 1800s the area was purchased and developed into farmland, including dairy farms. Soon dairy farming in the area reached an all time high. On April 24, 1956 Dairy Valley became an incorporated City. However, by the mid-1960s the value of land and increased property taxes made dairy operations difficult. In 1965 residents voted to change zoning in the City from agricultural to residential. Previous dairy lands became subdivided to develop housing tracts. On January 10, 1967, the name of Dairy Valley was changed to Cerritos. The name identified the City with its Spanish heritage and reflected the Rancho Los Cerritos land grant.

By April 1968, over 2,000 new homes were built or were in the process of being built. Construction had already begun on the San Gabriel River Freeway (I-605) and the Artesia Freeway (SR-91). By 1970, the population reached 15,865 residents, and the remaining dairy farms left the area.

The City of Cerritos made conscious decisions regarding the future of its development. The Los Cerritos Redevelopment Agency was established on November 17, 1970. Approximately 940 acres of underdeveloped pasturelands were identified as redevelopment areas. Development plans included concentration of automobile dealerships as well as a large retail and business center. The City developed the first large park in its vast park system. Public buildings such as City Hall, the Performing Arts Center and the recently completed Cerritos Library were built for the citizens of Cerritos.

#### **PRESENT DAY HISTORICAL RESOURCES**

The City of Cerritos does not have any historic resources listed on the National Register of Historic Places or on the California Historic Resources Inventory maintained by the State Office of Historic Preservation.

## LOCAL RESOURCES

Cerritos has created and maintained a “community forest” throughout the City. Through planning and the provision of landscaping that unifies City parks, streetscapes and medians, the “community forest” has become an essential aspect of the City’s character. In addition, Cerritos has established the Property Preservation Commission to guarantee adherence to the City’s tree preservation goals. The Commission serves as the City’s tree advisory board identifying and designating “Heritage trees” as significant to the community or having historic interest.

Currently, the City has two “Heritage trees”. The California Pepper Tree, located at the Cerritos Senior Center is one of the oldest living trees in Cerritos. This tree was originally planted by the family of First Lady Patricia Nixon on the their farm in approximately 1915.

A Deodar Cedar Tree located in front of the Senior Center was donated by First Lady Patricia Nixon and planted by Boy Scouts at the dedication of the park in September 1969.

## CULTURAL RESOURCES

The City of Cerritos has chosen to preserve its cultural and historic resources through the establishment of a Local History Room within the Cerritos Library. The Cerritos Library maintains a collection of resources documenting the history of the City. The Local History Room includes display cases with historical exhibits and a mural depicting the community’s progress from the agricultural City of Dairy Valley to the suburban City of Cerritos. The Library’s local history collection includes “The Story of Cerritos: A History in Progress,” a book that covers the community’s history from the first Native Americans to settle in the area to the present time and a video program called “Recollections of Cerritos’ Past” featuring interviews with former leaders of Dairy Valley, dairy farmers and long-time residents. In addition, news clippings and photographs documenting the City’s history and a database chronicling the growth of the City are available to Library patrons.

## PALEONTOLOGICAL RESOURCES

The area has undergone significant transition and development. Today, Cerritos is approximately 99 percent built out. There are no known paleontological resources within the City of Cerritos.

## 4.12.2 STANDARDS OF SIGNIFICANCE

### SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. Cultural impacts resulting from the implementation of the proposed General Plan Update could be considered significant if they cause any of the following results:

- ❑ Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- ❑ Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- ❑ Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and/or
- ❑ Disturb any human remains, including those interred outside of formal cemeteries (refer to Section 7.0, *Effects Found Not To Be Significant*).

Based on these standards, the effects of the proposed project have been characterized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant impact level through the application of mitigation, it is categorized as a significant and unavoidable impact.

## 4.12.3 IMPACTS AND MITIGATION MEASURES

- IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN THE DEGRADATION OR LOSS OF HISTORIC STRUCTURES OR RESOURCES, OR CULTURAL (ARCHAEOLOGICAL AND PALEONTOLOGICAL) RESOURCES.

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** Cerritos is predominately built out with a majority of land dedicated to residential uses. No known historical, archaeological or paleontological resources are known to exist within the City. Although Cerritos does not have any national or State designated historic resources, they have locally identified and designated Heritage Trees as significant within the community or having historic significance. The City has recognized the importance of preserving its history and character through policies such

as ensuring all items of historic and cultural significance are preserved (CON-9.1) and the identification, recordation, mapping and evaluation of all potential historic and cultural resources (CON-9.2) within the City.

Implementation of the proposed General Plan Update would result in the development of approximately 27 acres of vacant land and approximately 46 acres of underutilized land. An evaluation of potential impacts regarding development of this land would be conducted on a project-by-project basis. Each incremental development is required to comply with all applicable Federal, State and local regulations concerning the preservation of historic resources. Therefore, potential impacts on historical structures or resources would be less than significant.

**Policies in the Proposed General Plan Update:**

- CON-6.1    Enforce the City's Tree Preservation Ordinance in order to preserve the City's existing urban forest.
- 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-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.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

#### 4.12.4 UNAVOIDABLE SIGNIFICANT IMPACTS

All historic and cultural impacts associated with implementation of the proposed General Plan Update would be less than significant by adherence to and/or compliance with policies in the proposed General Plan Update. No unavoidable significant historic or cultural impacts would occur as a result of buildout of the proposed General Plan Update.

## 4.13 CUMULATIVE IMPACTS

This section analyzes potential impacts resulting from reasonably foreseeable growth, including the proposed General Plan Update.

### 4.13.1 INTRODUCTION

The CEQA Guidelines Section 15355 defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts...” The CEQA Guidelines Section 15130, as revised October 26, 1998, state that the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great a detail as is provided for the effects attributable to the project alone. This discussion is guided by the standards of practicality and reasonableness, and focuses on the cumulative impact to which the identified on-going projects contribute, rather than the attributes of other projects that do not contribute to the cumulative impact. The following elements are necessary in an adequate discussion of cumulative impacts:

(1) Either:

- a. A list of relevant past, present and probable future projects, producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or
- b. A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.
  1. When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resources being examined, the location of the project and its type...
  2. “Probable future projects” may be limited to those projects requiring an agency approval for an application which has been received at the time the notice of preparation is released, unless abandoned by the applicant; projects included in an adopted capital improvements program, general plan, regional transportation plan, or other similar plan; projects included in a summary of projections or projects (or development areas designated) in a previously approved project (e.g., a subdivision); or those public agency projects for which money has been budgeted.

Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.

- (2) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.
- (3) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigation or avoiding the project's contribution to any significant cumulative effects.
- (4) With some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinance or regulations rather than the imposition of conditions on a project-by-project basis.

Cumulative impacts may be discussed in terms of General Plan Update impacts, in combination with impacts anticipated for future development (including approved and planned development within the project area and surrounding affected area). The geographic area for each impact varies, depending on the nature of the impact, whether it is regional, such as air quality, or local, such as noise.

Quantification can be difficult for cumulative impacts, as it requires speculative estimates of impacts including, but not limited to the following: the geographic diversity of impacts (impacts of future development may affect different areas); variations in time of impacts; and data for buildout projections may change following subsequent approvals. However, every attempt has been made herein to make sound qualitative judgments of the combined effects of, and relationship between, land uses and potential impacts.

This EIR assesses the overall environmental effects of the proposed General Plan Update at a program level of detail. This EIR evaluates the overall (cumulative) effects of development in accordance with the land use designations, land use assumptions, and all goals, policies and implementing strategies contained in the proposed General Plan Update. Therefore, the environmental analysis in Sections 4.1 through 4.12 of this EIR addresses cumulative effects of development within the City.

In compliance with CEQA Guidelines Section 15130(1)(b), this section of the EIR describes the environmental effects of the proposed General Plan Update in combination with the effects of regional buildout, as forecasted in the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCPG).

As of January 1, 2001, the California Department of Finance (DOF) estimated the City of Cerritos' population to be 52,100 persons. These residents receive public services from the public agencies discussed in Section 4.9. The City of Cerritos is almost completely developed. The City is anticipated to have a maximum population of

53,009 in the year 2020. Therefore, an additional 909 residents are anticipated in the City under implementation of the proposed General Plan Update.

The Southern California Association of Governments projects that Los Angeles County's population is estimated to grow from 9,519,338 in 2000 to approximately 11,760,000 in the year 2020. This would represent an increase in population of approximately 2,240,662 people over this 20-year time period. The number of households in Los Angeles County is projected to increase from approximately 3,270,909 in 2000 to approximately 4,054,050 in the year 2020. The number of jobs in Los Angeles County is projected to increase from approximately 4,312,264 in 2000 to approximately 5,156,000 in the year 2020.

Los Angeles County as a whole is largely built out. Therefore, most of the County's future growth would be accomplished through infill development within existing urban areas. Environmental constraints such as: water supply, landfill capacity, energy demand, air quality, traffic constraints and others, will become predominate issues of concern as Los Angeles County approaches ultimate buildout.

#### **4.13.2 CUMULATIVE ANALYSIS**

Potential cumulative impacts of the proposed General Plan Update, in combination with SCAG projections as described, are discussed below. Pursuant to Section 15355(b) of the CEQA Guidelines, "The cumulative impact...is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects."

Cumulative development associated with the proposed General Plan Update and future growth within the City of Cerritos would result in potential impacts to the following resource areas:

- Land Use;
- Population, Employment, and Housing;
- Aesthetics;
- Transportation/Circulation;
- Air Quality;
- Noise;
- Geologic and Seismic Hazards;
- Hydrology and Drainage;
- Public Services and Utilities;
- Parks, Recreation and Trails;
- Public Health and Safety; and
- Cultural Resources.

## LAND USE

The proposed General Plan Update would not involve any changes in the City's current land use designations. The City of Cerritos is approximately 99 percent built out. The Land Use Element of the General Plan Update focuses on preserving residential neighborhoods, guiding the remaining development and redevelopment opportunities and encouraging revitalization in selected areas. Any development resulting from implementation of the proposed General Plan Update would occur on vacant and underutilized land.

Increased land use intensity would result in the loss of vacant areas located throughout the City of Cerritos. Continued urbanization and intensification of land uses resulting from development in the region would result in the loss of open space. Opportunities for mitigation would be limited to dedication of additional lands in the region as open space. The City of Cerritos has approximately 26.62 acres of vacant land in addition to approximately 45.98 acres of underutilized land for development.

The proposed General Plan Update would result in less than significant land use impacts. All future projects under regional and proposed General Plan Update development would be required to mitigate any land use impacts on a project-by-project basis. Therefore, the incremental impact of the proposed General Plan Update, when considered in combination with buildout of the region would not result in cumulatively significant impacts related to land use.

## POPULATION, EMPLOYMENT AND HOUSING

Table 4.2-1, *Regional Population Projections*, provides data regarding population, housing and employment relevant to the City of Cerritos, County of Los Angeles and region extending into the year 2020. Current projections shown in Table 4.2-1 represent the numeric interpretation of the Cerritos General Plan, Los Angeles County General Plan and regional plans. The proposed General Plan Update is intended to update the policies for future growth within the City of Cerritos. Los Angeles County projections include these considerations and account for proposed development within the City.

As shown in Table 4.2-1, the Los Angeles County region is anticipating relatively significant growth over the next 20 years. Implementation of the proposed General Plan Update would result in a small increase in population, employment and housing within the City of Cerritos and Los Angeles County. SCAG projects that by the year 2020 the City of Cerritos would contribute 59,100 individuals, 31,200 jobs and 15,880 households to the County's totals. It is important to note that the City of Cerritos estimates a lower population by the year 2020 than SCAG. The proposed General Plan Update projects a population of 53,009 individuals for the year 2020. SCAG's projections would result in Cerritos accounting for approximately 0.5 percent of the

County's total population, approximately 0.6 percent of the County's total jobs and approximately 0.4 percent of the County's total households.

The proposed General Plan Update would contribute to regional growth with respect to population, housing and employment. However, implementation of the proposed General Plan Update would not significantly alter regional growth rates, because the anticipated growth has been included in both County and regional projections. Thus, implementation of the proposed General Plan Update would not result in significant cumulative impacts with respect to population, employment or housing. Growth in general may have the potential to result in other significant environmental consequences. However those issues are addressed elsewhere in this EIR.

## **AESTHETICS**

The City of Cerritos is 99 percent developed and the surrounding region is predominately built out. Any new development would contribute to the urban character of the region. Implementation of the goals and policies in the Community Design Element of the proposed General Plan would serve to enhance the physical setting within the City. Additionally, new development within Cerritos and surrounding cities would be required to undergo design review, according to individual City standards, to ensure compatibility with surrounding land uses on a project-by-project basis. Implementation of the proposed General Plan Update would not result in significant cumulative aesthetic impacts.

## **TRANSPORTATION/CIRCULATION**

The Circulation Element of the proposed General Plan Update considers the impacts of traffic traveling through, as well as within the City of Cerritos. Future cumulative travel patterns within and through the City would be directly influenced by changes to the surrounding regional transportation system. The proposed General Plan Update does not involve any major changes to existing land use designations or new land use designations that would increase vehicle trips or congestion on City roadways. However, implementation of the proposed General Plan would result in two roadway segments operating at unacceptable service levels over existing conditions. LOS standards would be exceeded along South Street, west of Studebaker Avenue; and along South Street, between I-606 and Grindley Avenue.

Regional buildout in accordance with SCAG 2020 projections would result in future development that would increase vehicle trips and traffic congestion on County roadways, resulting in cumulative impacts to the above mentioned roadway segments.

## **AIR QUALITY**

Development under the proposed General Plan Update and cumulative development in the region would create significant impacts related to construction, mobile sources and stationary sources. Development within Cerritos would occur on vacant and underutilized parcels. The proposed General Plan Update includes measures to reduce emissions related to construction, stationary sources and vehicular trips. On a regional basis, the South Coast Air Quality Management District has addressed mitigation of air quality impacts. However, with mitigation, air quality impacts would remain cumulatively significant.

## **NOISE**

Increased traffic volumes resulting from proposed General Plan Update buildout and buildout of surrounding cities in the County are anticipated to result in cumulatively substantially increases in vehicular noise levels along major thoroughfares in the area. The proposed General Plan Update involves no modifications to the existing land use designations within the City; therefore, it would not directly result in increased traffic noise in the area.

Future projects under the proposed General Plan Update would increase the ambient noise levels within the City as a result of short- and long-term activities. Development proposals would be reviewed for compliance with criteria set forth in the proposed General Plan Update. Acoustical studies shall be required and noise attenuation features incorporated into new development where necessary to comply with specific interior and exterior noise levels. Future projects under regional buildout conditions would be required to satisfy similar noise criteria and requirements of the City in which such projects are undertaken. The incremental impact of buildout under the proposed General Plan Update when considered in combination with regional buildout would be less than significant.

## **GEOLOGIC AND SEISMIC HAZARDS**

The City of Cerritos is almost completely built out. Future development projects would occur on vacant and underutilized land. Any future development in the Los Angeles County area or in the City of Cerritos would encounter geologic and seismic risks based on their individual site constraints. Implementation of the proposed General Plan Update would not result in any significant geologic and seismic impacts. The geologic and seismic impacts of individual project development under the proposed General Plan Update would be site-specific and would not contribute to cumulative impacts.

## **HYDROLOGY AND DRAINAGE**

The proposed General Plan Update would not result in significant hydrology or drainage impacts. Future development projects in the Los Angeles County area or in the City of Cerritos would be required to mitigate specific hydrologic impacts on a project-by-project basis. Therefore any impacts associated with individual project development resulting from implementation of the proposed General Plan Update would be site-specific and would not contribute to cumulative impacts.

## **PUBLIC SERVICES AND UTILITIES**

Implementation of the proposed General Plan would not result in significant public services and utilities impacts with the exception of school facilities. Population growth resulting from implementation of the proposed General Plan would contribute additional students to school facilities that are near or in excess of capacity located in Cerritos and the ABC Unified School District. Projected student enrollment would result in the need for additional school facilities. Increased demand for school services resulting from implementation of the proposed General Plan would increase school facility deficiencies.

Individual projects proposed under implementation of the General Plan would be required to pay school fees in proportion to the square footage of the development, and/or directly provide facilities as mitigation for these impacts. Payment of these fees and/or implementation of facilities on a project-by-project basis would offset cumulative school impacts by providing funding for new and/or renovated school equipment and facilities.

## **PARKS/RECREATION**

Buildout of the proposed General Plan Update would not result in significant parks and recreation impacts. Population growth is projected to increase by 909 residents by the year 2020. This population growth would result in an additional three acres of needed parkland. The City of Cerritos currently exceeds their parkland requirement of three acres per 1,000 residents by 82 acres.

Future development would be required to pay parkland fees in proportion to the square footage of the development and/or directly provide facilities as mitigation for these impacts. Development of future projects in the region would result in an increase in the demand upon existing City and regional parks and recreation facilities. The proposed General Plan Update would not significantly burden the current parks and recreation facilities.

## **PUBLIC HEALTH AND SAFETY**

The increase in population within Cerritos from implementation of the proposed General Plan Update would not burden public health and safety services. Regional projects and projects resulting from buildout would be required to evaluate their respective public health and safety impacts on a project-by-project basis. The additional contribution of the proposed General Plan Update would be less than significant regarding public health and safety impacts.

## **CULTURAL RESOURCES**

Future development in the region may encounter cultural resources. The cultural resource impacts of developing individual projects proposed under the General Plan Update would be specific to each site and would not combine to cause cumulative impacts. New development would be required to comply with existing federal and state laws protecting archaeological, paleontological and historic resources on a project-by-project basis. Thus, the proposed General Plan Update would not result in cultural resources cumulative impacts.

### **4.13.3 CONCLUSION**

Implementation of the proposed General Plan Update in combination with regional growth would result in cumulatively significant impacts with regard to:

- Transportation/Circulation; and
- Air Quality.

## 5.0 ALTERNATIVES

### 5.1 INTRODUCTION

Section 15126.6 of the California Environmental Quality Act (CEQA) requires the identification and evaluation of reasonable alternatives designed to feasibly achieve the most basic objectives of the project, while avoiding or substantially lessening any of the significant environmental effects of the project. In addition, CEQA requires a comparative evaluation of the merits of the alternatives.

Pursuant to Section 15126.6 (f)(1) of the CEQA Guidelines, factors that may be taken into account when addressing the feasibility of alternatives include, but are not limited to, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). Although these factors do not present a strict limit on the scope of reasonable alternatives to be considered, they help establish the context in which “the rule of reason” is measured against when determining an appropriate range of alternatives sufficient to establish and foster meaningful public participation and informed decision-making. This Section of the EIR conforms to the CEQA Guidelines, as amended February 1, 2001.

The basic objectives of the proposed General Plan Update and General Plan EIR are set forth specifically and in detail in Section 3.3 of this EIR, and are restated as follows.

- ❑ Update the City’s environmental baseline conditions to the year 2001.
- ❑ Addition of new goals and policies based upon the new planning factors established for the General Plan Update.
- ❑ Update the General Plan development projections for the year 2020, including projections for dwelling units, non-residential square footage, population and employment.
- ❑ Conform with Section 21000 et. seq. of CEQA, which requires that environmental impacts be addressed and mitigated.
- ❑ Prepare and certify a General Plan EIR (Program EIR) that will serve as a first tier environmental document, consistent with the requirements of Section 15152 of the CEQA Guidelines.
- ❑ Provide a basis for informative decisions when considering the 2020 development associated with implementation of the General Plan in the City of Cerritos.

- Provide a legally defensible environmental foundation upon which decisions may be evaluated and justified.

The potentially significant impacts that would result from implementation of the proposed General Plan Update are set forth in Section 4.0 of this EIR. The proposed General Plan Update would result in significant and unavoidable impacts with regard to:

- Transportation/Circulation;
- Air Quality; and
- Schools.

Implementation of the identified policies or mitigation measures can mitigate all other potentially significant impacts to less than significant levels. This section considers alternatives to otherwise avoid or minimize these impacts.

The following alternatives have been identified for detailed analysis in this section:

- No Project/No Development; and
- Existing General Plan.

The analysis of alternatives includes the assumption that all applicable policies or mitigation measures associated with the proposed General Plan Update would be implemented with the Existing General Plan Alternative. A description of each alternative and a comparative environmental evaluation to the impacts identified for the proposed General Plan Update is provided below.

## **5.2 NO PROJECT/NO DEVELOPMENT**

### **5.2.1 DESCRIPTION**

Implementation of the No Project/No Development Alternative assumes that no additional development would occur; thus, the City would maintain the status quo of existing land use conditions and levels of development in the City of Cerritos. Any development that would occur as part of buildout of the proposed General Plan Update would not occur under this Alternative. By definition, this Alternative prohibits the issuance of any further building permits. This situation would void the implementation of any current or future General Plan for the City of Cerritos, and would therefore be in direct conflict with California statutes requiring General Plans, the Subdivision Map Act, and the rights of land owners to develop their property.

### **5.2.2 IMPACT EVALUATION**

The following impact evaluation provides a comparison between the existing land use conditions and levels of development, which would remain unchanged with the No

Project/No Development Alternative, and those associated with the proposed General Plan Update. An analysis is provided for each of the impact areas identified in this EIR. The evaluation is followed by a conclusion.

## **LAND USE**

The No Project/No Development Alternative would not result in any changes to existing land uses or development levels within the City of Cerritos. Under this Alternative, the 26.62 acres of vacant land would remain undeveloped. The vacant land is within an established urban area and represents an opportunity for infill development. However, under this Alternative, infill development is not a feasible opportunity. Nor is the opportunity for “underutilized” parcels to expand the use or construct a new use on the site. Furthermore, the proposed General Plan Update would not conflict with the City’s existing plans for buildout, nor would it result in conflicts with CEQA statutes. In this regard, the No Project/No Development Alternative is considered environmentally inferior to the proposed General Plan Update.

## **POPULATION, EMPLOYMENT, AND HOUSING**

This Alternative would result in the City neglecting its obligation to maintain a current Housing Element, which must include the City’s plan for attempting to meet its share of the region’s future housing needs. Under the No Project/No Development Alternative, the City of Cerritos would not develop any additional housing units, which would not allow the City to meet its quantified objectives for housing as outlined in the Housing Element. Opportunities to increase employment within the City would also be lost with this Alternative, as no additional development within the City would occur. Additionally, the population growth in the City of Cerritos expected to result from implementation of the proposed General Plan Update would not result in any significant impacts. In this regard, the No Project/No Development Alternative is considered environmentally inferior to the proposed General Plan Update.

## **AESTHETICS**

The No Project/No Development Alternative would result in no net change to the landform and visual character of the area given that no development beyond existing levels would be permitted. Development standards specified in planning documents, such as adopted Specific Plans, would not be applied given that no development would be permitted under this Alternative. Thus, the aesthetic character of the City would remain the same as it exists today. In this regard, the No Project/No Development Alternative is considered environmentally inferior to the proposed General Plan Update.

## **TRANSPORTATION/CIRCULATION**

Implementation of the proposed General Plan Update would result in significant and unavoidable impacts for two roadway segments: South Street, west of Studebaker Avenue (LOS E); and South Street, between I-605 and Grindley Avenue (LOS E). These roadway segments are currently operating at LOS C and LOS D, respectively.

The City of Cerritos is surrounded by cities that currently use Cerritos' circulation system as part of their regional transportation system. Furthermore, these surrounding cities, as well as regional traffic, are anticipating future growth through the life of the General Plan, which would result in additional traffic on the City's transportation system. Under the proposed General Plan Update, the roadway segments on South Street, west of Studebaker Avenue; and South Street, between I-605 and Grindley Avenue, would operate at a LOS E, due to increases in regional traffic and traffic generated within Cerritos. Since regional traffic would be a large contributor to traffic on these roadway segments and that adjacent intersections could meet acceptable LOS standards, the No Project/No Development Alternative is considered neither environmentally superior nor inferior to the proposed General Plan Update.

## **AIR QUALITY**

The No Project/No Development Alternative would reduce potential air quality impacts associated with increased traffic. However, the proposed General Plan Update is intended to promote a mix of housing and employment opportunities in the City, which may reduce the number and length of vehicle trips in the region. Additionally, the proposed General Plan Update would not result in land use changes that would expose people to odorous emissions, toxic air contaminants, or other air contaminants.

Nonetheless, development of the vacant and underutilized areas anticipated with the proposed General Plan Update would not occur with the No Project/No Development Alternative. As a result, none of the short-term construction-related emissions resulting from the anticipated development would occur with this Alternative. Additionally, the associated stationary and mobile emissions would not occur since new uses would not be constructed and traffic volumes would not increase from new uses. The proposed General Plan Update would result in significant and unavoidable impacts to air quality with regard to construction activities, mobile sources and stationary sources. This Alternative would avoid the significant and unavoidable air quality impacts of the proposed General Plan Update. In this regard, the No Project/No Development Alternative is considered environmentally superior to the proposed General Plan Update.

## **NOISE**

Implementation of this Alternative would result in no new development that could result in an increase in noise impacts. Potential noise impacts associated with construction,

traffic, mobile and stationary noise sources would not occur with this Alternative. Development pursuant to the proposed General Plan Update would result in additional noise from construction activities and the resulting increase in traffic associated with future development. These potential noise impacts would not occur with this Alternative since the projected growth in population/development would not occur. In this regard, the No Project/No Development Alternative is considered environmentally superior to the proposed General Plan Update.

## **GEOLOGIC AND SEISMIC HAZARDS**

Implementation of the proposed General Plan Update would result in an increase in both population and new development (i.e., new residential, commercial, and industrial land uses). As no development would occur under this Alternative, impacts such as an increase in the number of structures/people potentially exposed to substantial adverse effects associated with rupture of a known earthquake fault or severe ground shaking would not occur. In this regard, the No Project/No Development Alternative is considered environmentally superior to the proposed General Plan Update.

## **HYDROLOGY AND DRAINAGE**

Implementation of this Alternative would result in no new or additional development that could be impacted by potential hydrology and drainage hazards (i.e., flood hazards). The demand for the City's water supply would remain stable, since no new development would occur. Development under the proposed General Plan Update would result in a slight increase in the population of the City, resulting in a corresponding increase in the demand for water. These impacts would not occur under this Alternative. Therefore, the No Project/No Development Alternative is considered environmentally superior to the proposed General Plan.

## **PUBLIC SERVICES AND UTILITIES**

Generally, the level of service and demand for service would remain similar to what currently exists in the City. Implementation of the proposed General Plan Update would result in significant and unavoidable impacts to school facilities. However, most of the schools in the City are currently at or above capacity. Under this Alternative, no additional impacts to services or utilities are anticipated if no further development was to occur. In addition, this Alternative does not create additional impacts to existing overcrowded school facilities. In this regard, the No Project/No Build Alternative is considered environmentally superior to the proposed General Plan Update.

## **PARKS AND RECREATION**

The No Project/No Development Alternative would not result in the expansion of, or improvement to, the existing parks and recreation facilities. The City of Cerritos has

approximately 238 acres of parkland, including community, neighborhood and regional parks. The State of California standard for parks is 3 acres for every 1,000 residents. Currently, the City has a surplus of approximately 82 acres of parkland, and thus currently meets the State's standard. The City is approximately 99 percent built out, so there is minimal potential to acquire and develop additional parkland. The proposed General Plan Update projects an increase in population of 909 people to 53,009 by 2020. Based on the State parkland ratio of 3 acres per 1,000 people, the population increase of 909 residents would create a demand for approximately 3 acres of parkland. Given that the City currently has a surplus of 82 acres, the additional demand created by the proposed General Plan Update could be met with existing facilities. Therefore, the No Project/No Development Alternative is considered neither environmentally superior nor inferior to the proposed General Plan with regard to parks and recreation.

## **PUBLIC HEALTH AND SAFETY**

Implementation of the No Project/No Development Alternative would not result in the expansion or development of facilities that could impact the health and safety of Cerritos residents and employees. In addition, impacts associated with exposure to hazardous waste would be less under this Alternative than the proposed General Plan Update. However, the proposed General Plan Update would result in the implementation of policies designed to maintain public health and safety. In this regard, the No Project/No Development Alternative is considered environmentally inferior to the proposed General Plan Update.

## **CULTURAL RESOURCES**

Under this Alternative, impacts to existing cultural resources would be reduced from the proposed General Plan Update because no additional development would occur. In regards to cultural resources, the No Project/No Build Alternative is considered environmentally superior to the proposed General Plan Update.

### **5.2.3 CONCLUSION**

The No Project/No Development Alternative would result in no change to the existing conditions within the City of Cerritos. Therefore, no new or additional environmental impacts would result directly from this Alternative. However, the No Project/No Development Alternative would prevent the City of Cerritos from making needed improvements to existing properties, infrastructure, and public services. Existing conditions, under this Alternative would be maintained, but not improved.

Although the No Project/No Development Alternative fails to accomplish the project objectives, it would avoid significant unavoidable impacts of the proposed General Plan with respect to traffic/circulation, air quality and schools. Thus, the No Project/No

Development Alternative is considered environmentally superior to the proposed General Plan.

## 5.3 EXISTING GENERAL PLAN

### 5.3.1 DESCRIPTION

As required by Section 15126.6(e) of the CEQA Guidelines, the Existing General Plan Alternative describes buildout of the City of Cerritos in accordance with existing zoning and general plan land use designations under the policies and implementing strategies of the current General Plan, adopted in 1988. This Alternative assumes that the Existing General Plan would continue to provide outdated information regarding several issues, such as City traffic conditions, land use database, community noise levels and air quality data.

This Alternative assumes that ultimate buildout of the Existing General Plan would occur. The Existing General Plan encompasses the same geographic area as that in the proposed General Plan Update. The General Plan Update proposes the following revisions to the Existing General Plan:

- Update of existing conditions, with year 2001 serving as the baseline year.
- Update of General Plan development projections to the year 2020. Update projections for population, employment, residential and non-residential development for the year 2020.
- Update of the Land Use Element, including:
  - Establishment of building intensities for all non-residential (commercial, industrial and institutional) land use categories.
- Addition of a Community Design Element.
- Addition of a Growth Management Element.
- Establishment of planning factors upon which to develop new goals and policies.
- Additions, deletions or modifications to the 1988 General Plan goals and policies.
- Amendment of the remaining General Plan Elements to reflect items 1, 2, 4 and 5, above.

The goal of the proposed General Plan Update is not to make dramatic changes to the City's existing land use policy map, but rather to quantify remaining development in a

way that can be correlated to existing uses and conditions, while at the same time capitalizing on future development and/or redevelopment potential.

### **5.3.2    IMPACT EVALUATION**

The following impact evaluation provides a comparison between the current City of Cerritos General Plan, adopted in 1988, and the proposed General Plan Update. An analysis is provided for each of the impact areas identified in this EIR. The evaluation is followed by a conclusion.

#### **LAND USE**

The proposed General Plan Update revises the existing Land Use Element by updating the land use database, as well as establishing building intensities for all non-residential (commercial, industrial and institutional) land use categories. These standards are required by State planning law. The proposed General Plan Update would also provide updated land use data regarding Area Development Plans (ADPs). The existing General Plan identifies seven ADPs, however, as of July 2003, there were 12 ADPs within the City. Therefore, under the Existing General Plan Alternative, the existing Land Use Element would continue to provide outdated information that does not reflect the current conditions in the City. Despite these revisions to the General Plan Land Use Element, it is recognized that the City is 99 percent built out, thus, only a small portion of vacant land would be developed in the future. Therefore, land use designations under this Alternative would be similar to those under the proposed General Plan Update. Hence, implementation of this Alternative would not result in additional impacts related to compatibility with applicable plans, policies, or regulations, or loss of open space/vacant land. Land use impacts under this Alternative would be similar to those under the proposed General Plan Update. In this regard, the Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan Update.

#### **POPULATION, EMPLOYMENT, AND HOUSING**

Two objectives for the proposed General Plan Update are to update the City's environmental baseline conditions to 2001 and to update the General Plan development projections for the year 2020, which would include projections for dwelling units, non-residential square footage, population and employment. Given the two objectives stated in the previous sentence, the Existing General Plan Alternative does not reflect the most current population, employment and housing numbers or projections, nor does it provide quantitative population, housing and employment projections for future years. The population, housing and employment data in the Existing General Plan is based on the 1980 Census. Additionally, the Existing General Plan buildout planning horizon of the City was 10 to 20 years from 1988 (1998 to 2008). In contrast, the proposed General Plan Update reflects the current trend of the County

and the overall regional development. Furthermore, the proposed General Plan Update planning horizon extends to a specific horizon year of 2020.

Although the proposed General Plan Update contains updated population, employment and housing data, since the City is currently nearly 99 percent built out, impacts to population, employment and housing would be similar to those for the 1988 General Plan. Therefore, in regards to population, employment and housing impacts, the Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan Update.

## **AESTHETICS**

Since the City is 99 percent built out, only a minimal amount of development would occur in the future under the Existing General Plan or the proposed General Plan Update. It is anticipated that the same areas would be developed under either the Existing General Plan or the proposed General Plan Update. Thus, the vacant sites would be developed under both of these scenarios at similar levels of intensity. The Existing General Plan includes goals and policies regarding the improvement of the visual character of the City. However, the proposed General Plan Update includes a new Community Design Element, which establishes updated and new goals and policies aimed at strengthening Cerritos' physical identity and high-quality image. Therefore, aesthetic impacts under this Alternative would be greater than those under the proposed General Plan Update. In this regard, the Existing General Plan Alternative is considered environmentally inferior to the proposed General Plan Update.

## **TRANSPORTATION/CIRCULATION**

Under the Existing General Plan Alternative, the City would continue with an outdated traffic model, which does not reflect current conditions regarding regional growth or traffic. The proposed General Plan Update has updated the City's traffic model to reflect current and buildout conditions. However, the updated traffic model has identified significant and unavoidable impacts that were not identified in the 1988 General Plan. The proposed General Plan Update has identified significant and unavoidable impacts at buildout for two roadway segments: South Street, west of Studebaker Avenue (LOS E); and South Street, between I-605 and Grindley Avenue (LOS E). These roadway segments are currently operating at LOS C and LOS D, respectively. However, it is anticipated that similar significant and unavoidable impacts would occur under the Existing General Plan Alternative, due to growth in regional traffic. Thus, implementation of the Existing General Plan Alternative would neither improve nor worsen the level of service on these roadway segments. In this regard, the Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan Update.

## **AIR QUALITY**

Given that the City is 99 percent built out, land use designations and associated vehicle trips and air contaminant emissions under the Existing General Plan Alternative would be similar to those under the proposed General Plan Update. Under the proposed General Plan Update, significant and unavoidable impacts to air quality would occur with regards to impacts related to construction, mobile sources and stationary sources. Given that anticipated increases in residential uses and non-residential uses would occur under both the Existing General Plan Alternative and the proposed General Plan Update, impacts associated with air quality are anticipated to be similar for either alternative. Thus, the Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan Update in this regard.

## **NOISE**

Under the proposed General Plan Update, noise levels along numerous arterial streets would increase. Existing sensitive land uses, primarily residential areas, may be exposed to increased noise levels due to traffic increases. Specifically, the proposed General Plan Update identifies several roadway segments along Carmenita Avenue and Artesia Boulevard that may have significant noise impacts. However, noise impacts associated with the implementation of the proposed General Plan Update would be reduced to less than significant with the imposition of goals, policies and mitigation measures. Given that anticipated increases in residential uses and non-residential uses would occur under both the Existing General Plan Alternative and the proposed General Plan Update, impacts associated with noise are anticipated to be similar for either alternative. Thus, the Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan Update in this regard.

## **GEOLOGIC AND SEISMIC HAZARDS**

In comparison to the Existing General Plan Alternative, the proposed General Plan Update provides updated information regarding geologic and seismic hazards within the City. However, due to the nature of geologic conditions, and the time scale at which they are measured, this information is largely unchanged from the 1988 General Plan. As the City is 99 percent built out and no significant land use changes are included as part of the proposed General Plan Update, implementation of this Alternative would not result in additional impacts related to development in the areas of ground surface rupture due to faulting, seismic shaking, seismically-induced ground deformation, including liquefaction, landsliding and slope instability, erosion, or expansive soils, when compared to the proposed General Plan Update. Therefore, in regards to potential geologic and seismic impacts, the Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan Update.

## HYDROLOGY AND DRAINAGE

The Conservation Element in the proposed General Plan Update provides updated information regarding the amount of groundwater utilized by the City of Cerritos. Implementation of the Existing General Plan Alternative would result in the omission of this data, and the continued use of outdated information, based on 1988 conditions. The General Plan Update proposes updated and new goals and policies regarding water resources and stormwater. Thus, omission of these clarifications, goals and policies could result in additional impacts related to hydrology and drainage when compared to the proposed General Plan Update.

However, grading and development of future projects, the addition of impervious surfaces (i.e., roadways, parking lots, and hardscape), and the introduction of landscaping irrigation associated with future development would occur under both the Existing General Plan Alternative and the proposed General Plan Update. Both alternatives would result in an increase in the population of the City that could be impacted by hydrology or drainage hazards. It is recognized that 99 percent of the City is built out; therefore, potential water quality degradation from surface runoff/erosion associated with forecasted growth under the Existing General Plan Alternative would be similar to the proposed General Plan Update. Furthermore, as no land use designation changes are included as part of the proposed General Plan Update, implementation of this Alternative would not result in additional impacts related to development in areas susceptible to flooding, when compared to the proposed General Plan Update.

It should be noted that certain activities presently occurring in the City that have the potential to degrade water quality would occur with this Alternative or with the proposed General Plan Update. These activities would be subject to continued compliance with legal/regulatory requirements (i.e., NPDES Permit Program).

In regards to potential hydrology and drainage impacts, the Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan Update.

## PUBLIC SERVICES AND UTILITIES

Given that the City is 99 percent built out and that land use designations were not modified in the proposed General Plan Update, land uses under the Existing General Plan Alternative would be similar to those under the proposed General Plan Update. Thus, implementation of the Existing General Plan Alternative would not result in additional impacts related to the demand for additional police, fire, parks and recreation, solid waste, storm drain, water supply, or wastewater facilities and services, when compared to the proposed General Plan Update. However, as most of the schools in the City are currently at or above capacity, impacts to school facilities would be significant and unavoidable under both the Existing General Plan Alternative and the proposed General Plan Update. Therefore, in regards to public services and utilities

impacts, the Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan Update.

## **PARKS AND RECREATION**

The Open Space/Recreation Element in the proposed General Plan Update addresses parks and recreation facilities within the City, as does the Open Space and Recreation Element in the Existing General Plan. Information regarding these issues is largely unchanged, but has been updated in the proposed General Plan Update. Currently, the City of Cerritos has approximately 238 acres of parkland, including community, neighborhood and regional parks. The State of California standard for parks is 3 acres for every 1,000 residents. Currently, the City has a surplus of approximately 82 acres of parkland, and thus currently meets the State's standard. The City is approximately 99 percent built out, so there is minimal potential to acquire and develop additional parkland. The proposed General Plan Update projects an increase in population of 909 people to 53,009 by 2020. Based on the State parkland ratio of 3 acres per 1,000 people, the population increase of 909 residents would create a demand for approximately 3 acres of parkland. Given that the City currently has a surplus of 82 acres, the additional demand created by the proposed General Plan Update could be met with existing facilities. It is anticipated that growth under the Existing General Plan Alternative would result in similar impacts to parks and recreational facilities in the City as the proposed General Plan Update. Thus, the Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan in this regard.

## **PUBLIC HEALTH AND SAFETY**

Implementation of the proposed General Plan Update would update information regarding public health and safety, thus, providing the citizens of Cerritos with increased public safety, as additional safety policies would be implemented beyond those in the existing 1988 General Plan. However, given that the City is 99 percent built out and that land use designations were not modified in the proposed General Plan Update, land uses under the Existing General Plan Alternative would be similar to those under the proposed General Plan Update. Thus, the vacant sites would be developed under both of these scenarios at the same level of intensity. Impacts associated with exposure to hazardous waste would be similar under this Alternative to those of the proposed General Plan Update. In this regard, the Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan Update.

## **CULTURAL RESOURCES**

The potential degradation or loss of historic, archaeological, and paleontological resources would occur with this Alternative since development would occur on underutilized or vacant parcels of land. Given that the City is 99 percent built out and

the proposed General Plan Update does not include any modifications to land use designations, it is anticipated that the same the vacant or underutilized sites would be developed under both of these scenarios at similar intensity levels. Therefore, impacts to cultural resources under this Alternative would be similar to those under the proposed General Plan Update. In this regard, the Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan Update.

### **5.3.3 CONCLUSION**

The Existing General Plan Alternative would result in similar environmental impacts as the proposed General Plan Update for land use, transportation/circulation, air quality, noise, geology and seismic hazards, hydrology/drainage, population/housing/employment, public services and utilities, parks and recreation, public health and safety and cultural resources. However, this Alternative would generate greater impacts than the proposed General Plan Update with respect to aesthetics. Implementation of the 1988 General Plan does not eliminate significant traffic and air quality, or school impacts.

However, as it is the intent of the proposed General Plan Update to provide new information based on current conditions within the City, the 1988 General Plan evaluated under the Existing General Plan Alternative would not serve the City as adequately as the proposed General Plan Update. Thus, the Existing General Plan Alternative is not considered environmentally superior when compared to the proposed General Plan Update.

## **5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

CEQA requires that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts.

The No Project/No Development Alternative would result in no change to the existing conditions within the City of Cerritos. Thus, the No Project/No Development Alternative could result in the eventual deterioration of existing conditions within the City of Cerritos. This could lead to the disrepair of existing buildings and infrastructure that could result in safety impacts. Therefore, no new or additional environmental impacts would result directly from this Alternative. The significant and unavoidable impacts for schools, traffic/circulation (determined by amount of regional traffic growth) and air quality, identified for the proposed General Plan Update would be avoided with this Alternative.

However, the No Project/No Development Alternative is rejected as the environmentally superior alternative for the following reasons. First, this Alternative would prevent the City of Cerritos from adequately mitigating potentially significant impacts or making needed improvements to existing properties, infrastructure, and public services.

Existing conditions, under this Alternative would be maintained, but not improved. Second, the No Project/No Development Alternative fails to accomplish the project objectives. And third, it is the intent and objective of the proposed General Plan Update to provide new information based on current conditions in the City. Thus, the No Project/No Development Alternative would not serve the City as adequately as the proposed General Plan Update.

As it is the intent of the proposed General Plan Update to provide new information based on current conditions within the City, the 1988 General Plan evaluated under the Existing General Plan Alternative would not serve the City as adequately as the proposed General Plan Update. Overall, the Existing General Plan Alternative and the proposed General Plan Update would result in similar environmental impacts; thus it is not necessary to select the Existing General Plan Alternative to reduce significant environmental effects. With respect to meeting the stated objectives of the General Plan Update and EIR, the proposed General Plan Update includes goals and policies to ensure long-term development throughout the City.

Based on the analysis of each of the alternatives, the proposed General Plan Update is the environmentally superior alternative.

## 6.0 GROWTH INDUCING IMPACT OF THE PROPOSED ACTION

Growth-inducing impacts fall into two general categories, direct and indirect. Direct growth-inducing impacts are generally associated with the provision of urban services to an undeveloped area. The provision of these services to a site, and the subsequent development, can serve to induce other landowners in the vicinity to convert their property to urban uses. Indirect, or secondary growth-inducing impacts consist of growth induced in the region by the additional demands for housing, goods and services associated with the population increased caused by, or attracted to, a new project.

The purpose of a General Plan is to guide growth and development in a community. Accordingly, the proposed General Plan Update is premised on a certain amount of growth taking place. Los Angeles County, as well as the entire Southern California region, has experienced dramatic growth over the past two decades and this trend is expected to continue. The focus of the proposed General Plan Update, then, is to provide a framework in which growth can be managed and tailored to suit the needs of the community and surrounding area.

During the past four decades, the SCAG region, including Orange, Los Angeles, Riverside, Imperial, San Bernardino and Ventura counties has been one of the fastest growing regions in the nation. Between 1950 and 1970, the population doubled in size, growing at a rate of five percent per year. Between 1970 and 1990, the population doubled in size again, growing at a rate of five percent per year. In 1990, SCAG indicated that 14,640,832 people resided in the region. Between 1990 and 2000, the region's population grew by almost 13 percent to 16,516,006 million in 2000. Recent SCAG projections indicate that the regional population will increase by another 29 percent to 21,305,000 by the year 2020.

During the ten-year period of 1990 to 2000, the population of Los Angeles County increased 7.4 percent from 8,863,164 to 9,519,338<sup>1</sup>. The population growth rate for Cerritos between 1990 and 2000 represents a decline of 3.3 percent in contrast to the increase Los Angeles County experienced.

The City of Cerritos is nearing buildout potential with approximately 99.4 percent of Cerritos already developed. According to SCAG projections, the projected population for the City is 59,100 persons by the year 2020. The buildout population as a result of implementation of the proposed General Plan Update would be 53,009.<sup>2</sup> Also, the

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<sup>1</sup> Data obtained from 1990 and 2000 Census.

<sup>2</sup> Based upon a total of 15,871 dwelling units and 3.34 persons per household.

proposed General Plan Update provides for a buildout total of 15,871 dwelling units, which represents an increase of 179 new dwelling units over the 2001 total of 15,692. In addition, SCAG projects 31,200 employment opportunities within the City by the year 2020.<sup>3</sup> This represents an increase of 1,360 jobs from the 29,840 employment opportunities that exist within the City in 2001.

New employment opportunities generated by implementation of the proposed General Plan Update would improve the ratio of houses to jobs in the area. The increased availability of employment within the City of Cerritos is desirable economically and may serve to attract additional residents, which may result in the overall growth of the community. Such growth, however, is expected to be balanced by the proposed residential development in the General Plan Update and in the project vicinity.

In conclusion, the proposed General Plan Update is not growth inducing, but is a response to growth in Los Angeles County. As stated above, the proposed General Plan Update would not significantly induce growth, but the increase to the area's employment base would help accommodate any future growth in the City of Cerritos and neighboring communities.

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<sup>3</sup> Source: [www.scag.ca.gov](http://www.scag.ca.gov), Southern California Association of Governments, 2001 RTP Growth Forecast, City Projections, 2020.

## 7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Through the scoping process, the City of Cerritos determined that there was no substantial evidence that the proposed General Plan Update would cause or otherwise result in significant environmental effects in the resource areas discussed below. As indicated in the CEQA Guidelines, no further environmental review of these issues is necessary for reasons summarized in the following discussion.

### AESTHETICS

*Have a substantial adverse effect on a scenic vista:* There are no officially designated scenic vistas within the City of Cerritos. Therefore, the proposed General Plan Update would not result in the adverse effect of a scenic vista.

*Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway:* No state scenic highways run through the City of Cerritos. Therefore, the proposed General Plan Update would not result in the damage of scenic resources within a state scenic highway.

### AGRICULTURAL RESOURCES

*Convert Farmland to non-agricultural uses:* Approximately seven acres of land is zoned for the agricultural uses within the City. However, none of the areas zoned for agricultural uses are existing farmland. Therefore, no conversion of farmland to non-agricultural uses would occur with implementation of the proposed General Plan Update.

*Conflict with existing zoning for agricultural use, or a Williamson Act contract:* The City does not contain any land under a Williamson Act contract, but does contain approximately seven acres of land zoned for agricultural uses. However, none of the areas zoned for agricultural uses are existing farmland. The proposed General Plan Update does not involve any changes to policies regarding agricultural resources within the City. Thus, no impacts are anticipated in this regard.

*Involve other changes in the existing environment which could result in conversion of Farmland, to non-agricultural use:* As previously stated, Cerritos has approximately seven acres of land zoned for agricultural uses. However, the City does not have any existing farmland within the City. Therefore, no conversion of farmland to non-agricultural uses would occur with implementation of the proposed General Plan Update.

## AIR QUALITY

*Create objectionable odors affecting a substantial number of people:* Implementation of the proposed General Plan Update for the City of Cerritos would not create odors affecting a substantial number of people, as no existing land use designations would be modified. Any new or additional policies, or modifications to existing General Plan policies regarding air resources are intended to strengthen the protection of such resources, and further eliminate negative impacts on air quality, including objectionable odors.

## BIOLOGICAL RESOURCES

*Have a substantial adverse effect, either directly or indirectly through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service:* The City of Cerritos does not have any sensitive or special status species. Therefore, implementation of the proposed General Plan Update would not adversely affect any candidate, sensitive or special status species.

*Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service:* Riparian habitats or other sensitive natural communities do not exist within the City of Cerritos. Therefore, implementation of the proposed General Plan Update would not adversely affect any riparian habitat or other sensitive natural community.

*Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act:* No known wetlands exist within the City of Cerritos. As such, implementation of the proposed General Plan Update would not adversely affect any federally protected wetlands.

*Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites:* Implementation of the proposed General Plan Update would not adversely affect the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

*Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan:* No areas within the City of Cerritos are included within any natural community conservation plans or other habitat conservation plans. As such, implementation of the proposed General Plan Update would not conflict with the provisions of any such plans.

## CULTURAL RESOURCES

*Disturb any human remains, including those interred outside of formal cemeteries:* Implementation of the proposed General Plan Update would not disturb any human remains including those interred outside of formal cemeteries within the City of Cerritos. Additionally, no existing land use designations are being modified as part of the proposed General Plan Update for the City of Cerritos. Any new or additional policies or modifications to existing General Plan policies, regarding cultural resources would be intended to strengthen the protection of such resources.

## GEOLOGY AND SOILS

*Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water:* Cerritos is a fully serviced, urban City. Any new development within the City would connect to the City's sewer and storm drain system. Septic tanks or alternative waste water disposal systems would not be used.

*Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.* Although there are several known faults within close proximity to the City of Cerritos, there are no identified Alquist-Priolo Earthquake Fault Zones within the City's boundaries. The closest fault is the projected trace of the buried Norwalk Fault, approximately one mile to the north of Cerritos. Thus, surface ruptures resulting from earthquakes are unlikely to occur in Cerritos. Therefore, implementation of the proposed General Plan Update would not result in significant impacts in this regard.

*Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.* 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. Therefore, implementation of the proposed General Plan Update would not result in significant impacts in this regard.

## PUBLIC HEALTH AND SAFETY/HAZARDS AND HAZARDOUS MATERIALS

*For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working the in the project area:* The General Plan Update does not propose any changes in land use designations. Furthermore, the City of Cerritos is not located within a land use plan area or within two

miles of a public airport or public use airport. Therefore, implementation of the proposed General Plan Update would not result in significant impacts in this regard.

*For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working the project area:* The City of Cerritos is not located within the vicinity of a private airstrip, therefore significant impacts regarding safety hazards would not exist in that regard.

*Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan:* The General Plan Update does not propose any changes in existing land use designations within Cerritos. Implementation of the proposed General Plan Update would not result in interference with any emergency response plan or emergency evacuation plan for the City.

*Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands:* The City of Cerritos is almost completely developed. No wildlands exist within the City. Implementation of the proposed General Plan Update would not expose people or structures to any impacts related to wildland fires.

## HYDROLOGY AND WATER QUALITY

*Inundation by seiche, tsunami, or mudflow:* The proposed General Plan Update would not result in any impacts related to inundation of the City by seiche, tsunami, or mudflow. The City of Cerritos has not identified seiche, tsunami, or mudflow as a key safety risk. The proposed General Plan Update project would not create any new hazards, or risks associated with these events. No impacts would occur in this regard.

## LAND USE

*Physically divide an established community:* No existing land use designations are being modified as part of the proposed General Plan Update. Any new or additional policies regarding land use and planning are to preserve and enhance existing communities. Therefore, implementation of the proposed General Plan Update would not result in the physical division of established communities.

*Conflict with any applicable habitat conservation plan or natural community conservation plan:* The City of Cerritos is almost completely built out. Any future development would occur on vacant or underutilized land. Implementation of the proposed General Plan Update would not result in conflicts with any habitat or natural community conservation plans, since the City is not included in any such plans.

## MINERAL RESOURCES

*Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state:* No known mineral resources are located within the City. Therefore, implementation of the proposed General Plan Update would not result in the loss of any known mineral resources.

*Result in the loss of availability of a locally important mineral resource recovery site:* No locally important mineral resource recovery sites are located within the City. Therefore, implementation of the proposed General Plan Update would not result in the loss of any such resources or resource recovery sites.

## NOISE

*For a project located within an airport land use plan or, where such a plan has not been implemented, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels:* The City of Cerritos is not located within an existing or planned airport land use plan, nor is located within two miles of a public airport. Therefore, no noise impacts associated with people residing or working in the vicinity of a public airport would result from implementation of the proposed General Plan Update.

*For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels:* No private airstrips are located within the City of Cerritos. The proposed General Plan Update makes no provisions for, nor does it include the development of any private airstrips in the City. Therefore, no noise impacts associated with people residing or working in the vicinity of a private airstrip would result from implementation of the proposed General Plan Update.

## POPULATION AND HOUSING

*Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere:* The City of Cerritos is almost completely built out, and the proposed General Plan Update does not contain any specific development projects. There are approximately 26 acres of vacant land within the City, making up less than one percent of the City's total acreage. The vacant land that could potentially be developed would not displace existing housing. Furthermore, the City of Cerritos is preserving and would continue to preserve existing housing. This is shown throughout the General Plan Housing Element (1998-2005), in sections that cite the City's interest in providing affordable housing to all social and economic segments of the community. Therefore, implementation of the proposed General Plan Update would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere, and no impacts would occur.

*Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere:* As cited in the above paragraph, the City of Cerritos is almost completely built out, and the proposed General Plan Update does not contain any specific development projects. There are approximately 26 acres of vacant land within the City, making up less than one percent of the City's total acreage. The vacant land that could potentially be developed would not displace existing housing. Therefore, implementation of the proposed General Plan Update would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere, and no impacts would occur.

## TRANSPORTATION

*Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks:* The General Plan Update does not propose to modify any existing land use designations. Implementation of the proposed General Plan Update would not result in a change in air traffic patterns.

*Substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment):* No specific developments are included in the proposed General Plan Update. This issue would be addressed at the project level. No impacts are anticipated at this time.

*Result in inadequate emergency access:* No specific developments are included in the proposed General Plan Update. This issue would be addressed at the project level. No impacts are anticipated at this time.

*Result in inadequate parking capacity:* No specific developments are included in the proposed General Plan Update. This issue would be addressed at the project level. No impacts are anticipated at this time.

## 8.0 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED ACTION IS IMPLEMENTED

Section 15126(b) of the CEQA Guidelines requires an EIR to “describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.”

Section 4.0 of this EIR provides a description of the potential environmental impacts of the proposed General Plan Update and recommends policies and mitigation measures to reduce impacts to a less than significant level, where possible. After implementation of the recommended policies and mitigation measures, most of the significant or potentially significant impacts associated with the proposed General Plan Update would be reduced to a less than significant level. However, the impacts listed below could not be feasibly mitigated and would result in a significant and unavoidable impact with implementation of the proposed General Plan Update.

### AIR QUALITY

Development under the proposed General Plan Update would create unavoidable significant impacts related to construction, mobile sources and stationary sources. These impacts are primarily based on the premise that the City and pollutant sources within are widely dispersed and numerous. Although measures related to construction and stationary sources would be implemented on a project-by-project basis, and vehicular emission-reducing programs would be implemented Citywide, it is anticipated that these impacts would remain unavoidable and significant.

### TRANSPORTATION/CIRCULATION

Development under the proposed General Plan Update would create an unavoidable significant impact for two roadway segments: South Street, west of Studebaker Avenue; and South Street, between I-605 and Grindley Avenue. Currently, these roadway segments operate at a LOS C and LOS D, respectively. However, analysis indicates that at buildout of the proposed General Plan Update, both of these roadway segments would operate a LOS E, which would exceed the LOS D acceptable threshold established by the City. Although policies and mitigation measures would be implemented on a project-by-project basis, these roadway segments would remain operating at a LOS E, thus, the impact would remain unavoidable and significant.

## CUMULATIVE IMPACTS

Implementation of the proposed General Plan Update, in combination with regional growth, would result in cumulatively significant impacts with regard to:

- Traffic/Circulation; and
- Air Quality

## TRANSPORTATION/CIRCULATION

The Circulation Element of the proposed General Plan Update considers the impacts of traffic traveling through, as well as within the City of Cerritos. Future cumulative travel patterns within and through the City would be directly influenced by changes to the surrounding regional transportation system. The proposed General Plan Update does not involve any major changes to existing land use designations or new land use designations that would increase vehicle trips or congestion on City roadways. However, implementation of the proposed General Plan would result in two roadway segments operating at unacceptable service levels over existing conditions. LOS standards would be exceeded along South Street, west of Studebaker Avenue; and along South Street, between I-606 and Grindley Avenue.

Regional buildout in accordance with SCAG 2020 projections would result in future development that would increase vehicle trips and traffic congestion on County roadways, resulting in cumulative impacts to the above mentioned roadway segments.

## AIR QUALITY

Development under the proposed General Plan Update and cumulative development in the region would create significant impacts related to construction, mobile sources and stationary sources. Development within Cerritos would occur on vacant and underutilized parcels. The proposed General Plan Update includes measures to reduce emissions related to construction, stationary sources and vehicular trips. On a regional basis, the South Coast Air Quality Management District has addressed mitigation of air quality impacts. However, with mitigation, air quality impacts would remain cumulatively significant.

## 9.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IF THE PROPOSED PROJECT WERE IMPLEMENTED

The environmental effects of the proposed General Plan Update are discussed in Section 4.0 of this EIR, and are summarized in Section 2.0. The City of Cerritos has approximately 27 acres of vacant land and approximately 46 acres of underutilized land available for development. Since no land use designations would be modified under the proposed General Plan Update, implementation of the proposed General Plan Update would not result in the commitment of undeveloped or underdeveloped land to urban uses beyond that previously considered in the 1988 General Plan. However, implementation of future projects under the proposed General Plan Update would require some long-term commitment of natural resources and land.

Actions related to future development under the proposed General Plan Update would result in an irretrievable commitment of nonrenewable resources such as energy supplies and other construction-related resources. These energy resource demands would be used for construction, heating and cooling of buildings, transportation of people and goods to and from future project sites, heating and refrigeration of food, water supplies, lighting and other associated energy needs.

The environmental changes produced by future development projects under implementation of the proposed General Plan Update would primarily occur as a result of the alteration of the physical environment from underdeveloped and vacant land uses, to urban uses. As future projects are developed, utilities would be expanded to serve the increase in demand for site infrastructure including parking, circulation and landscaping improvements.

It is acknowledged that fossil fuels currently provide the principle source of energy. Thus, future development under buildout of the proposed General Plan Update would directly reduce existing supplies of these energy sources such as fuel oil, natural gas and gasoline. This would result in a long-term commitment to the consumption of essentially nonrenewable resources.

Future projects that may occur as a result of implementation of the proposed General Plan Update would require the commitment or destruction of other nonrenewable and slowly renewable resources. These include, but are not limited to, lumber and other forest products, sand and gravel, asphalt, petrochemical construction materials, steel, copper, lead and water. A marginal increase in the commitment of social services and public maintenance services (i.e., waste disposal and treatment, etc.) would also be required.

Although the City is 99 percent built out and no land use designations are being modified, development would commit future generations to the uses specified in the proposed General Plan Update. Therefore, implementation of the proposed General Plan Update would result in some irreversible environmental changes.

## 10.0 REFERENCES

### LEAD AGENCY

City of Cerritos  
18125 Bloomfield Avenue  
Cerritos, California 90703  
562.860.0311

*Mr. Torrey Contreras, Advance Planning/Redevelopment Manager*

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*Ms. Collette Morse, AICP, Project Director*

*Ms. Lindsay Anderson, Environmental Analyst*

*Ms. Starla Hack, Environmental Analyst*

*Mr. Michael Harden, Environmental Analyst*

*Mr. Eddie Torres, Air Quality and Noise Analyst*

*Ms. Linda Bo, Word Processor*

### ORGANIZATIONS AND INDIVIDUALS CONTACTED

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18135 Bloomfield Avenue  
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*Ted S. Siara, Captain*

Los Angeles County Fire Department  
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*David R. Leininger, Acting Chief, Forestry Division*

City of Cerritos  
Department of Public Works  
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*Ron Babel, Water Superintendent*

*Hal Arbogast, Assistant City Engineer*

County Sanitation Districts of Los Angeles County  
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*Ruth Frazen, Engineering Technician*

Deputy City Manager/Administrative Services  
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ABC Unified School District  
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*Feliza Dixon, Superintendent's Office*

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2800 E. Willow Street  
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Southern California Gas Company  
1919 S. State College Boulevard  
Anaheim, CA 92806-6114  
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1955 Workman Mill Road  
Whittier, CA 90601-1400  
*Monique M. Valenzuela, Associate Engineer*

## REFERENCES

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## 11.0 RESPONSE TO COMMENTS

### 11.1 CEQA REQUIREMENTS

Before approving a project, the California Environmental Quality Act (CEQA) requires the Lead Agency to prepare and certify a Final Environmental Impact Report (EIR).

In accordance with Sections 15088, 15089 and 15132 of the California Environmental Quality Act (CEQA) Guidelines, the City of Cerritos has prepared the Final Environmental Impact Report (EIR) for the proposed General Plan. The Comments and Responses section, combined with the Draft EIR, as revised per the changes noted in Section 11.6, *Errata/Changes to the Draft General Plan EIR*, comprise the Final EIR.

The following is an excerpt from the CEQA Guidelines, Section 15132:

*“The Final EIR shall consist of:*

- (a) The Draft EIR or a version of the draft.*
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary.*
- (c) A list of persons, organizations and public agencies commenting on the Draft EIR.*
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (e) Any other information added by the Lead Agency.”*

This Comments and Responses section includes all of the above-required components and shall be attached to the Final EIR. As noted above, the Final EIR will be a revised document that incorporates all of the changes made to the Draft EIR following the public review period.

### 11.2 PUBLIC REVIEW PROCESS

#### 11.2.1 DRAFT EIR

The Draft EIR for the proposed General Plan was circulated for review and comment by the public, agencies and organizations. The Draft EIR was also circulated to State agencies for review through the State Clearinghouse, Office of Planning and Research. A notice of availability was placed in the Cerritos Community News on August 14, 2003.

The 45-day public review period ran from August 8, 2003 to September 22, 2003. Comments received during the 45-day public review period have been incorporated into this Section.

During the public review period, the public and local and state agencies submitted comments on the Draft EIR. During the public review period, seven written comment letters on the Draft EIR were received.

### **11.3    USE OF THE FINAL EIR**

The Final EIR allows the public and Lead Agency an opportunity to review revisions to the Draft EIR, the responses to comments, and other components of the EIR, such as the Mitigation Monitoring Program, prior to approval of the project. The Final EIR serves as the environmental document to support a decision on the proposed project (the proposed General Plan).

After completing the Final EIR, and before approving the project, the Lead Agency must make the following three certifications as required by Section 15090 of the CEQA Guidelines:

- That the Final EIR has been completed in compliance with CEQA;
- That the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project; and
- That the Final EIR reflects the Lead Agency's independent judgment and analysis.

Additionally, pursuant to Section 15093(b) of the CEQA Guidelines, when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must submit in writing its reasons for supporting the approved action. This Statement of Overriding Considerations is supported by substantial information in the record, which includes the Final EIR. Since the proposed project would result in significant, unavoidable impacts, the Lead Agency would be required to adopt a Statement of Overriding Considerations if it approves the proposed project.

These certifications, the Findings of Fact, and the Statement of Overriding Considerations are included in a separate Findings document. Both the Final EIR and the Findings will be submitted to the Lead Agency for consideration of the proposed project.

## 11.4 WRITTEN COMMENT LETTERS AND RESPONSES

Written comments on the Draft EIR were received from the following agencies and/or individuals:

- A. Rod H. Kubomoto, County of Los Angeles Department of Public Works
- B. Greg Holmes, Department of Toxic Substances Control
- C. Ruth I. Frazen, Sanitation Districts of Los Angeles County
- D. Lorna Villa, County of Los Angeles Department of Health Services
- E. Jeffrey M. Smith, AICP, Southern California Association of Governments
- F. Steve Smith, Ph.D., South Coast Air Quality Management District
- G. David R. Leininger, County of Los Angeles Fire Department

All correspondence from those agencies or individuals commenting on the Draft EIR is reproduced on the following pages. The individual comments on each letter have been consecutively numbered for ease of reference. Following each comment letter are responses to each numbered comment. A response is provided for each comment raising significant environmental issues. Added or modified text is underlined (example), while deleted text will have a strike out (~~example~~) through the text, and is included in a box, as the example below shows.

"Text from Draft Program EIR"



JAMES A. NOYES, Director

**COUNTY OF LOS ANGELES**  
**DEPARTMENT OF PUBLIC WORKS**

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
www.ladpw.org

**LETTER A**

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE REFER TO FILE: **WM-4**

March 26, 2003

Ms. Torrey N. Contreras  
City of Cerritos  
Civic Center  
18125 Bloomfield Avenue  
Cerritos, CA 90703

Dear Ms. Contreras:

**RESPONSE TO A DRAFT  
ENVIRONMENTAL IMPACT REPORT  
CERRITOS GENERAL PLAN  
CITY OF CERRITOS**

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report for the subject project. The project involves updating the City's General Plan to provide the framework for the long-term physical development of the community, which addresses the development goals of the City, provides specific public policy relative to the use of land within the City, and provides the primary guidance for specific projects, policy actions, or programs that may occur in the future. We have reviewed the submittal and offer the following comments:

Environmental Programs

As projected in the Los Angeles County Countywide Siting Element, which was approved by a majority of the cities in the County of Los Angeles in late 1997 and by the County Board of Supervisors in January 1998, a shortfall in permitted daily landfill capacity may be experienced in the County within the next few years. The construction and/or predevelopment activities associated with projects within the planning area may increase the generation of solid waste and may negatively impact the solid waste management infrastructure in the County. Therefore, the proposed environmental document must identify what measures the project proponent plans to implement to mitigate the impact. Mitigation measures may include, but are not limited to,

**A1**

*Ma. B. 21*

implementation of waste reduction and recycling programs to divert the construction and demolition waste from the landfills.

**A1**

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The proposed General Plan should include/discuss standards to provide adequate waste storage areas for collection/storage of recyclable and green waste materials for development projects within the planning area.

**A2**

If you have any questions, please contact Mr. Alvin Cruz at (626) 458-3564.

#### Geotechnical and Materials Engineering

The proposed project will not have significant environmental effects from a geology and soils standpoint, provided the appropriate ordinances and codes are followed. The project is located within a mapped potentially liquefiable area, per the State of California Seismic Hazard Zone Map, Los Alamitos Quadrangle. However, a liquefaction analysis is not warranted at this time. Detailed liquefaction analyses, conforming to the requirements of the State of California Division of Mines and Geology Special Publication 117, must be conducted at the tentative map and/or grading/building plan stages.

**A3**

If you have any questions, please contact Mr. Amir Alam at (626) 458-4925.

#### Land Development

##### Grading and Drainage

We have reviewed the subject document and have no comments.

If you have any questions, please contact Mr. Michael Hales at (626) 458-4921.

**A4**

#### Traffic and Lighting

The proposed project will not have any significant impact to County and County/City roadways in the area. No further information is required.

If you have any questions, please contact Ms. Anna Marie Gilmore of our Traffic Studies Section at (626) 300-4741.

**A5**

Ms. Torrey N. Contreras  
March 26, 2003  
Page 3

Watershed Management

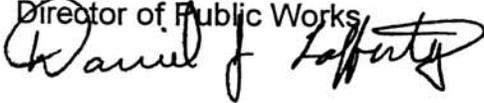
The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increases in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

A6

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at (626) 458-4359.

Very truly yours,

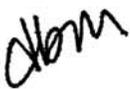
JAMES A. NOYES  
Director of Public Works



ROD H. KUBOMOTO  
Assistant Deputy Director  
Watershed Management Division

k<sup>2</sup> MM:kk  
MM EIR253.DOC

bc: Environmental Programs  
Geotechnical and Materials Engineering  
Land Development  
Programs Development  
Traffic and Lighting  
Watershed Management (Lafferty) ✓





JAMES A. NOYES, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"Enriching Lives"*

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

October 6, 2003

IN REPLY PLEASE  
REFER TO FILE: WM-4

Mr. Torrey Contreras  
Advance Planning/Redevelopment Manager  
City of Cerritos  
Community Development Department  
P.O. Box 3130  
Cerritos, CA 90703-3130

Dear Mr. Contreras:

**RESPONSE TO A NOTICE OF COMPLETION OF  
A DRAFT ENVIRONMENTAL IMPACT REPORT FOR  
CERRITOS GENERAL PLAN UPDATE  
ENVIRONMENTAL IMPACT REPORT  
CITY OF CERRITOS**

Thank you for the opportunity to provide comments on the subject document. The proposed project is a comprehensive update of the 1988 General Plan for the City of Cerritos. The update involves reorganizing the plan into the following elements: land use, community design, circulation, housing, safety, conservation, open space/recreation, air quality, noise, and growth management. The proposed project encompasses the entire City of Cerritos. We have reviewed the submittal and offer the following comments (in addition to our earlier comments, dated March 26, 2003, enclosed):

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increases in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

A7

Santa Gabriel River

We recommend that the proposed land use designations be consistent with the three proposed projects identified by the City as part of the San Gabriel River Master Plan.

A8

Mr. Torrey Contreras  
October 6, 2003  
Page 2

These projects include: Alondra Bike Link to Cerritos College, Liberty Park Improvement Project, and Monuments at Street Crossings.

**A8**

If you have any questions, please contact Mr. Robert Gomez at (626) 458-4344.

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at (626) 458-4359.

Very truly yours,

JAMES A. NOYES  
Director of Public Works



ROD H. KUBOMOTO  
Assistant Deputy Director  
Watershed Management Division

MM:ro

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**A. RESPONSES TO COMMENTS FROM ROD H. KUBOMOTO, ASSISTANT DEPUTY DIRECTOR, WATERSHED MANAGEMENT DIVISION, COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS DATED MARCH 26, 2003 AND OCTOBER 6, 2003.**

A1. The Draft Program EIR acknowledges insufficient permitted disposal capacity within the existing system serving Los Angeles County and provides policies and mitigation measures for waste reduction and recycling programs to divert construction and demolition waste from landfills. The policies and mitigation measures from Section 4.9, *Public Services and Utilities* of the Draft Program EIR are restated below for ease of commentor reference.

Policies in the Proposed General Plan Update:	
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.
Mitigation Measures:	In addition to the policies listed above, the following mitigation measures are recommended to further reduce any impacts.
MM-PS-2	Future development projects shall participate in the existing curbside recycling and yard waste collection programs.
MM-PS-3	Recycling bins shall be provided by project applicants at all construction sites. All recyclable materials currently being accepted at either the landfill and/or recycling centers shall be directed for recycling at construction sites.
MM-PS-4	On-site recycling bins shall be required for retail, business, office, manufacturing and industrial facilities.

A2. The project analyzed in the Draft Program EIR is an update to the City's General Plan. The proposed General Plan is a policy document that is not proposing construction or operation of individual development projects. However, as future development projects are processed through the City, the issues raised in this comment will be reviewed by the City and addressed as necessary in the environmental document.

The Conservation Element of the proposed General Plan addresses solid waste reduction and included a goal and policies to address this issue. The goal and

policies from the Conservation Element are restated below from pages CON-14 and CON-15 of the Public Review Draft General Plan for ease of commentor reference.

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.

- A3. The impact conclusions reached in Section 4.7, *Geology and Seismic Hazards*, of the Draft Program EIR are consistent with the Department's comments. The Draft Program EIR includes General Plan policies and a mitigation measure that support this comment. Refer to pages 4.7-12 and 4.7-13 for a complete listing of policies and mitigation measures that correspond to this topic.
- A4. No environmental issues are raised; therefore, no response is necessary.
- A5. No environmental issues are raised; therefore, no response is necessary.
- A6. The project analyzed in the Draft Program EIR is an update to the City's General Plan. The proposed General Plan is a policy document that is not proposing construction or operation of individual development projects. However, as future development projects are processed through the City, and considered in future tiered environmental documents, the issues raised in this comment will be reviewed by the City.
- A7. Refer to Response A6.
- A8. The City acknowledges open space and recreational facilities and trailways within the project area. Refer to Exhibit 4.10-1, *Open Space and Recreational Facilities* and Exhibit 4.10-2, *Bikeways and Trailways Map*.



# Department of Toxic Substances Control

**LETTER B**



Winston H. Hickox  
Agency Secretary  
California Environmental  
Protection Agency

Edwin F. Lowry, Director  
5796 Corporate Avenue  
Cypress, California 90630

Gray Davis  
Governor

August 25, 2003

Mr. Torrey N. Contreras, ASLA  
Advance Planning/Redevelopment Manager  
City of Cerritos  
18125 Bloomfield Avenue  
Cerritos, California 90703

## NOTICE OF COMPLETION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CERRITOS GENERAL PLAN UPDATE (SCH #2002081107)

Dear Mr. Contreras:

The Department of Toxic Substances Control (DTSC) has received your Notice of Completion (NOC) of a draft Environmental Impact Report (EIR) for the above-mentioned Project.

Based on the review of the document, DTSC's comments are as follows:

- 1) The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.
- 2) The draft EIR needs to identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the draft EIR should evaluate whether conditions at the site pose a threat to human health or the environment. A Phase I Assessment may be sufficient to identify any such sites. Following are the site databases of some of the regulatory agencies:
  - National Priorities List (NPL): A list is maintained by the United States Environmental Protection Agency (U.S.EPA).
  - CalSites: A Database maintained by the California Department of Toxic Substances Control. See [www.dtsc.ca.gov](http://www.dtsc.ca.gov).
  - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.

**B1**

**B2**

*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov).*

- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
  - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board, consisting of both open, closed and inactive solid waste disposal facilities and transfer stations.
  - Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
  - Local Counties and Cities maintain lists of hazardous substances cleanup sites and leaking underground storage tanks.
- 3) The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials/wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination. Also, it is necessary to estimate the potential threat to public health and/or the environment posed by the site. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state regulations and policies.
- 4) All environmental investigation and/or remediation should be conducted under a Workplan which is approved by a regulatory agency that has jurisdiction to oversee hazardous waste cleanup.
- 5) If the subject property was previously used for agriculture, onsite soils could contain pesticide residues. Proper investigation and remedial action may be necessary to ensure the site does not pose a risk to the future residents.
- 6) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property."

**B2**

**B3**

**B4**

**B5**

**B6**

- 7) If building structures are planned to be demolished/renovated, an investigation should be conducted for the presence of lead-based paints and asbestos containing materials (ACMs). If lead-based paints or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies. **B7**
  
- 8) The draft EIR shows that railroads exist in the project area. Railroad activities may be a potential source of contamination. Appropriate soil sampling and analysis should be conducted in such areas prior to any new development adjacent to the railroads. **B8**
  
- 9) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the draft EIR should identify how any required investigation and/or remediation will be conducted, and the government agency to provide appropriate regulatory oversight. **B9**

DTSC provides guidance for preparation of a Preliminary Endangerment Assessment (PEA), and cleanup oversight through, the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov).

If you have any questions regarding this letter, please contact Mr. Johnson P. Abraham, Project Manager, at (714) 484-5476.

Sincerely,



Greg Holmes  
Unit Chief  
Southern California Cleanup Operations Branch  
Cypress Office

cc: See next page

Mr. Torrey N. Contreras, ASLA  
August 25, 2003  
Page 4 of 4

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief  
Planning and Environmental Analysis Section  
CEQA Tracking Center  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806

**B.   RESPONSES TO COMMENTS FROM GREG HOLMES, UNIT CHIEF, SOUTHERN CALIFORNIA CLEANUP OPERATIONS BRANCH, DEPARTMENT OF TOXIC SUBSTANCES CONTROL DATED AUGUST 25, 2003.**

B1.   The project analyzed in the Draft Program EIR is an update to the City's General Plan.   The proposed General Plan is a policy document that is not proposing construction or operation of individual development projects.   Most of the land within the City has been developed (over 99 percent).   However, as future development projects are processed through the City, and considered in future tiered environmental documents, the issues raised in this comment will be reviewed by the City and addressed as necessary in the environmental document.

B2.   Refer to Response B1.

B3.   Refer to Response B1.

B4.   Refer to Response B1.

B5.   Refer to Response B1.

B6.   Refer to Response B1.

B7.   Refer to Response B1.

B8.   Refer to Response B1.

B9.   Refer to Response B1.



LETTER C

COUNTY SANITATION DISTRICTS  
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

JAMES F. STAHL  
Chief Engineer and General Manager

September 11, 2003

File No: 02-00.04-00  
03-00.04-00  
18-00.04-00  
19-00.04-00

Mr. Torrey Contreras  
Advance Planning/Redevelopment Manager  
Community Development Department  
City of Cerritos  
P.O. Box 3130  
Cerritos, CA 90703-3130

Dear Mr. Contreras:

**Cerritos General Plan Update**

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on August 13, 2003. Districts Nos. 2, 3, 18, and 19 serve the City of Cerritos (City). We offer the following comments:

- The Joint Water Pollution Control Plant currently processes an average flow of 326.1 million gallons per day. **C1**
- All other information concerning Districts' facilities and sewerage service contained in the document is currently complete and accurate. **C2**

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen  
Engineering Technician  
Planning & Property Management Section

RIF:eg

272790.1

C. RESPONSES TO COMMENTS FROM RUTH I. FRAZEN, ENGINEERING TECHNICIAN, PLANNING & PROPERTY MANAGEMENT SECTION, SANITATION DISTRICTS OF LOS ANGELES COUNTY DATED SEPTEMBER 11, 2003.

C1. Page 4.9-6 of the Draft Program EIR will be modified as follows:

The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of ~~349.9~~ 326.1 mgd.

C2. The comment notes that all other information contained in the Draft Program EIR regarding the Districts' facilities and sewerage service is currently complete and accurate.



**COUNTY OF LOS ANGELES  
DEPARTMENT OF HEALTH SERVICES  
Public Health**

THOMAS L. GARTHWAITE, M.D.  
Director and Chief Medical Officer

JONATHAN E. FIELDING, M.D., M.P.H.  
Director of Public Health and Health Officer

**Environmental Health**

ARTURO AGUIRRE, R.E.H.S., M.A.  
Director of Environmental Health

**Bureau of Environmental Protection  
Solid Waste Management Program/L.A. County LEA**  
5050 Commerce Drive  
Baldwin Park California 91706-1423  
TEL (626) 430-5540 • FAX (626) 813-3022  
www.lapublichealth.org/eh



**BOARD OF SUPERVISORS**

Gloria Molina  
First District

Yvonne Brathwaite Burke  
Second District

Zev Yaroslavsky  
Third District

Don Knabe  
Fourth District

Michael D. Antonovich  
Fifth District

September 15, 2003

Mr. Torrey Contreras, Advance Planning/Redevelopment Manager  
City of Cerritos  
Community Development Department  
P.O. Box 3130  
Cerritos, California 90703-3130

Dear Mr. Contreras:

**Subject: Cerritos General Plan Update Environmental Impact Report (EIR)**

The Los Angeles County Solid Waste Management Program (LACSWMP) received the Cerritos General Plan EIR Plan Update EIR for review on August 15, 2003. A review of the EIR does not show that the two documented closed disposal sites within the City of Cerritos, the Dairy Valley Land Reclamation Project site (SWIS No. 19-AA-5293) and the Fred Theriot Dump (SWIS No. 19-AA-5229), which were both mentioned on page 4.11-4, will be affected by any changes.

However, the LACSWMP, acting as the Local Enforcement Agency, is required to review and approve proposed postclosure land uses if the project involves structures within 1,000 feet of the disposal area, structures on top of waste, modification of the low permeability layer, or irrigation over waste, pursuant to California Code of Regulations, Title 27, Section 21190, and would appreciate being apprized of any proposed developments at these two sites.

If you have any questions, please contact me at (626) 430-5569.

Very Truly Yours,

Lorna Villa  
Environmental Health Specialist III

**D1**

**D.    RESPONSES TO COMMENTS FROM LORNA VILLA, ENVIRONMENTAL HEALTH SPECIALIST III, COUNTY OF LOS ANGELES DEPARTMENT OF HEALTH SERVICES PUBLIC HEALTH DATED SEPTEMBER 15, 2003.**

- D1.    The City acknowledges the Department’s comment that two documented closed disposal sites, the Dairy Valley Land Reclamation Project site and the Fred Theriot Dump, located within the City of Cerritos would not be affected by the proposed project.    Future development on the landfill sites would be subject to all applicable Federal, State and local requirements, including appropriate review by the Department of Health Services.    If any development, meeting the requirements outlined by the Department, is proposed, the City would notify the Department for review and approval.

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

September 16, 2003

Mr. Torrey Contreras  
Advanced Planning / Redevelopment Manager  
City of Cerritos  
Community Development Department  
P.O. Box 3130  
Cerritos, CA 90703-3130

RE: **Comments on the Draft Environmental Impact Report for the City of Cerritos General Plan Update – SCAG No. I 20030444**

Dear Mr. Contreras:

Thank you for submitting the **Draft Environmental Impact Report for the City of Cerritos General Plan Update** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

It is recognized that the proposed Project considers a General Plan Update for the City of Cerritos.

SCAG staff has evaluated the **Draft Environmental Impact Report for the City of Cerritos General Plan Update** for consistency with the Regional Comprehensive Plan and Guide and Regional Transportation Plan. The Draft EIR includes a discussion on the proposed Projects' consistency with SCAG policies and applicable regional plans, which were outlined in our September 19, 2002 letter on the Notice of Preparation (NOP) for this Draft EIR.

The Draft EIR, in Section 4.1, Land Use, cited SCAG policies and addressed the manner in which the proposed Project is consistent with applicable core policies and supportive of applicable ancillary policies. The Draft EIR incorporated a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the applicable policies with the proposed Project. This approach to discussing consistency or support of SCAG policies is commendable and we appreciate your efforts. Based on the information provided in the Revised Draft EIR, we have no further comments. A description of the proposed Project was published in the August 1-15, 2003 Intergovernmental Review Clearinghouse Report for public review and comment.

If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP  
Senior Regional Planner  
Intergovernmental Review

Officers: President: Mayor Bev Perry, Brea • First Vice President: Vacant • Second Vice President: Councilmember Ron Roberts, Temecula • Past President: Councilmember Ronald Bates, Los Alamitos

Imperial County: Hank Kuiper, Imperial County • Jo Shields, Brawley

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Orange County: Chris Norby, Orange County • Ron Bates, Los Alamitos • Art Brown, Buena Park • Lou Bone, Tustin • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Bev Perry, Brea • Tod Ridgeway, Newport Beach

Riverside County: Marion Ashley, Riverside County • Ron Loveridge, Riverside • Jeff Miller, Corona • Greg Pettis, Cathedral City • Ron Roberts, Temecula • Charles White, Moreno Valley

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

E1

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

- E.   RESPONSES TO COMMENTS FROM JEFFREY M. SMITH, AICP, SENIOR REGIONAL PLANNER, INTERGOVERNMENTAL REVIEW, SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS DATED SEPTEMBER 16, 2003.
  - E1.   The comment does not identify issues or concerns with the proposed General Plan or the Draft Program EIR. Given that no environmental issues are raised, no response is necessary.



South Coast  
Air Quality Management District



21865 E. Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • www.aqmd.gov

**FAXED: SEPTEMBER 25, 2003**

September 25, 2003

Mr. Torrey Contreras  
City of Cerritos  
Community Development Department  
P. O. Box 3130  
Cerritos, CA 90703-3130

**Draft Environmental Impact Report (DEIR) for the  
City of Cerritos General Plan**

Dear Mr. Contreras:

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated in the Final Environmental Impact Report.

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the certification of the Final Environmental Impact Report. The SCAQMD would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Charles Blankson, Ph.D., Transportation Specialist – CEQA Section, at (909) 396-3304 if you have any questions regarding these comments.

Sincerely

*Steve Smith*

Steve Smith, Ph.D.  
Program Supervisor, CEQA Section  
Planning, Rule Development & Area Sources

Attachment

SS:CB

LAC030812-04  
Control Number

**Draft Environmental Impact Report (DEIR) for the  
City of Cerritos General plan**

1. **Air Quality Data:** Table 4.5-1 on page 4.5-7 of the DEIR shows air quality data for the City of Cerritos up to 2001. The air quality data for the monitoring station for 2002 are available and it is recommended that the lead agency add this data to the table to reflect the most recent air quality conditions in the project area. The air quality data for 2002 are attached for reference.
  
2. **General Plan Consistency with the AQMP:** Section 15125 of the State CEQA Guidelines requires that lead agencies demonstrate that proposed projects are consistent with the region's growth forecasts as well as the region's air quality plans. There are, therefore, two criteria for consistency. The first is whether the project would generate population and employment growth that would be consistent with SCAG's growth forecasts. The second criterion is whether the project would result in an increase in the frequency or severity of existing air quality violations or contribute to new violations. According to the analysis presented, the General Plan's population and economic growth projections are consistent with the regional forecasts by SCAG. However, regarding the second criterion, the lead agency has not demonstrated that the Plan's projections will not result in an increase in the frequency or severity of existing air quality violations. One way of demonstrating consistency under the second criterion is to perform a CO hotspots modeling analysis.

The SCAQMD recommends a CO hotspots analysis when the volume to capacity or intersection capacity utilization ratio of intersections rated D or worse increase by two percent (0.02) or more. Comparing Tables 4.4-6 and 4.4-9 shows that the ICU at several intersections are projected to increase by two percent or more and, therefore, CO hotspots modeling is warranted. To assist with the CO hotspots analysis, future projected CO concentrations in the air basin through 2020 can be found on the SCAQMD's CEQA webpages at: <http://www.aqmd.gov/ceqa/handbook.html>.

3. **Mitigation Measures:** SCAQMD staff has reviewed the list of mitigation measures listed on pages 4.5-17 through 4.5-22 of the DEIR. It is recommended that the lead agency be more specific in terms of the actual mitigation measures that will be undertaken to facilitate both implementation and monitoring of those measures. The following mitigation measures are provided as an example of the level of specificity that is being requested.

- Watering active grading sites, unpaved roads or surfaces at least twice daily.
- Applying soil binders soil binders to exposed piles, i.e. gravel, sand or dirt.
- Applying approved non-toxic chemical soil stabilizers to all inactive construction areas, or replacing ground cover in disturbed areas.
- Trucks hauling dirt, sand, gravel or soil are to be covered or should maintain at least two feet of freeboard in accordance with Section 23114 of the California Vehicle Code.

F1

F2

F3

- Construction access roads to the main roads should be paved to avoid dirt being carried on to the roadway.
- A construction relations officer should be appointed to act as a community liaison to oversee on-site construction activity and all emissions and congestion related matters.
- Use light-colored roofing materials in construction to deflect heat away from buildings.
- Use double-paned windows to reduce thermal loss in buildings.
- Install solar panels on roofs to supply electricity for home-heating and cooling systems.
- Install automatic lighting on/off controls and energy-efficient lighting.
- Landscape with appropriate drought-tolerant species to reduce water consumption.

F3

4. **URBEMIS 2002:** Please note that an update of the URBEMIS computer model, URBEMIS 2002 is available.

F4

F. RESPONSE TO COMMENTS FROM STEVE SMITH, Ph.D., PROGRAM SUPERVISOR, CEQA SECTION, PLANNING, RULE DEVELOPMENT & AREA RESOURCES, SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT, DATED SEPTEMBER 25, 2003.

F1. Table 4.5-1 on page 4.5-7 of the Draft Program EIR will be modified as follows:

Table 4.5-1  
Local Air Quality Levels for the City of Cerritos<sup>1</sup>

Pollutant	California Standard	Federal Primary Standard	Year	Maximum <sup>2</sup> 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
	2002	<u>5.8</u>	<u>0/0</u>		
	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	
2002	<u>4.56</u>	<u>0/0</u>			
Ozone (O <sub>3</sub> )	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	<del>1</del> 0/0
			2002	<u>0.084</u>	<u>0/0</u>
Nitrogen Dioxide (NO <sub>2</sub> )	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
			2002	<u>0.130</u>	<u>0/0</u>
Sulfur Dioxide (SO <sub>2</sub> )	0.25 ppm for 1 hour	0.14 ppm for 24 hours or 80 µg/m <sup>3</sup> (0.03 ppm) annual average	1997	<del>0.044</del> <u>0.011</u>	0/0
			1998	<del>0.083</del> <u>0.014</u>	0/0
			1999	<del>0.050</del> <u>0.011</u>	0/0
			2000	<del>0.047</del> <u>0.007</u>	0/0
			2001	<del>0.047</del> <u>0.009</u>	0/0
			2002	<u>0.008</u>	<u>0/0</u>

Particulate Matter (PM <sub>10</sub> ) <sup>3,4</sup>	50 $\mu\text{g}/\text{m}^3$ for 24 hours	150 $\mu\text{g}/\text{m}^3$ for 24 hours	1997	87.0	10/0
			1998	69.0	6/0
			1999	79.0	13/0
			2000	105.0	13/0
			2001	<del>74.0</del> <u>91.0</u>	<del>11</del> <u>10</u> /0
			<u>2002</u>	<u>74.0</u>	<u>5</u> /0
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>4</sup>	N/A	65 $\mu\text{g}/\text{m}^3$ for 24 hours	1997	N/M	N/A
			1998	N/M	N/A
			1999	66.9	N/A/1
			2000	<del>74.5</del> <u>81.5</u>	N/A/ <u>3</u> <u>4</u>
			2001	72.9	N/A/1
			<u>2002</u>	<u>62.7</u>	<u>N/A</u> /0
ppm = parts per million      PM <sub>10</sub> = particulate matter 10 microns in diameter or less      N/M = not measured $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter      PM <sub>2.5</sub> = particulate matter 2.5 microns in diameter or less					
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. PM <sub>10</sub> exceedances are based on state thresholds established prior to amendments adopted on June 20, 2002. 4. PM <sub>10</sub> and PM <sub>2.5</sub> exceedances are derived from the number of samples exceeded, not days.					
Source: Data obtained from the California Air Resources Board ADAM Data Summaries Website, <a href="http://www.arb.ca.gov/adam/welcome.html">www.arb.ca.gov/adam/welcome.html</a> .					

- F2. The proposed project involves the adoption of a General Plan for a City that is over 99 percent built out. A General Plan is intended to be tool to effectively guide the planning process of a City. The analysis presented for the City of Cerritos General Plan is programmatic and not intended to be a project-specific document. The emissions presented in the document exceed thresholds developed by the SCAQMD. However, these emissions are quantified by URBEMIS 2002 for the total growth anticipated by the City. Project-specific data and timelines have not been developed. Based on this, and the fact that emissions will reduce in future years by emerging technology, a true quantification of the exceedances of criteria pollutants cannot be estimated with precision at this time. It is anticipated that future construction will take place in a phased and gradual manner, since the City is nearing buildout. Additionally, future development projects will use the General Plan and General Plan EIR as a planning tool as part of further environmental clearances. At the time that environmental clearances are sought for future development projects, specific data and adequate control measures will be developed to mitigate any project-specific significant impacts, as well as screening and possible quantification of Carbon Monoxide microscale elements.
- F3. The project analyzed in the Draft Program EIR is an update to the City's General Plan. The proposed General Plan is a policy document that is not proposing construction or operation of individual development projects. However, all future development would comply with the Uniform Building Code as adopted by the State of California, which incorporates numerous energy efficiency features. Such energy efficiency features typically reduce the load on regional power plants, thereby reducing air quality emissions of criteria pollutants. Additionally, all grading and earthwork will comply with SCAQMD Rule 403, which limits fugitive dust emissions. Specific

mitigation measures will be incorporated into project-specific environmental clearances.

- F4. Anticipated emissions resulting from implementation of the proposed General Plan Update have been updated using the URBEMIS 2002 computer model. Although total unmitigated emissions would be less than under the previous model, mobile sources and stationary sources impacts would remain significant and unavoidable. Table 4.5-2 on page 4.5-15, Table 4.5-3 on page 4.5-16 and Table 4.5-4 on page 4.5-17 of the Draft Program EIR will be modified as follows:

**Table 4.5-2  
Mobile Source Air Emissions**

Project	Pollutant (Pounds/Day)			
	ROG	NOx	CO	PM <sub>10</sub>
(unmitigated) • Vehicle Emissions <sup>1</sup>	2,750.1 <u>1,137.0</u>	3,095.7 <u>1,627.9</u>	35,387.0 <u>13,053.0</u>	2,534.3 <u>3,032.0</u>
ROG = reactive organic gases		NOX = nitrogen oxides		
CO = carbon monoxide		PM <sub>10</sub> = fine particulate matter		
NOTE: 1 – Based on URBEMIS 2002 modeling results, worst-case seasonal emissions for area and mobile emissions, and trip rate data provided in the Project Traffic Study.				

**Table 4.5-3  
Area Source Air Emissions**

Project	Pollutant (Pounds/Day)			
	ROG	NOx	CO	PM <sub>10</sub>
(unmitigated) • Area Source Emissions <sup>1</sup>	811.8 <u>806.8</u>	1,334.7 <u>659.9</u>	317.8 <u>203.4</u>	34.5 <u>10.7</u>
ROG = reactive organic gases		NOX = nitrogen oxides		
CO = carbon monoxide		PM <sub>10</sub> = fine particulate matter		
NOTE: 1 – Area Source emissions excludes the use of fireplaces and wood burning stoves.				

Table 4.5-4  
Combined Operational Air Emissions

Project	Pollutant (Pounds/Day)			
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>
(unmitigated)				
• Area Source Emissions <sup>2</sup>	2,750.1	3,095.7	35,387	2,534.3
	<u>806.8</u>	<u>659.9</u>	<u>203.4</u>	<u>10.7</u>
• Vehicle Emissions	811.8	1,334.7	317.8	34.5
	<u>1,137.0</u>	<u>1,627.9</u>	<u>13,053.0</u>	<u>3,032.0</u>
Total Unmitigated Emissions	3,561.9	4,460.4	35,704.8	2,568.8
	<u>1,943.8</u>	<u>2,287.8</u>	<u>13,256.4</u>	<u>3,042.7</u>
SCAQMD Threshold	55	55	550	150
Is Threshold Exceeded? (Significant Impact?)	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>
ROG = reactive organic gases                      NO <sub>x</sub> = nitrogen oxides CO = carbon monoxide                                  PM <sub>10</sub> = fine particulate matter				
NOTE:				
1 – Based on UREBMIS 2002 modeling results, worst-case seasonal emissions for area and mobile emissions, and trip rate data provided in the Project Traffic Study.				
2 – Area Source emissions excludes the use of fireplaces and wood burning stoves.				



COUNTY OF LOS ANGELES

LETTER G

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN
October 7, 2003

RECEIVED
OCT 24 2003
RBF CONSULTING

Torrey Contreras, Advance Planning/development manager
City of Cerritos
Community Development Department
P.O. Box 3130
Cerritos, CA 90703-3130

Dear Mr. Contreras:

NOTICE OF COMPLETION OF A DRAFT ENVIRONMENTAL IMPACT REPORT THE PROPOSED CERRITOS GENERAL PLAN UPDATE EIR - "CERRITOS"(EIR #1759/2003)

The Notice of Completion of a Draft Environmental Impact Report for the Proposed Cerritos General Plan Update EIR has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

There is an erratum in the background information for the Public Services and Utilities Section (Page 4. 9-1). Fire Station 94 in Lakewood does not have a paramedic squad. Otherwise, the discussion of fire protection services and needs is accurate and complete.

G1

LAND DEVELOPMENT UNIT:

The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project. However, this project does not propose structures or any other improvements that appear to have a significant impact that requires a comment from the Land Development Unit. Should any questions arise regarding subdivision, water systems, or access, please contact Inspector J. Scott Greenelsh at (323) 890-4235.

G2

FORESTRY DIVISION:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. The areas germane to these areas have been addressed.

G3

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

Handwritten signature of David R. Leininger

DAVID R. LEININGER, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

DRL:sc

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

- AGOURA HILLS BRADBURY CUDAHY HAWTHORNE LA MIRADA MALIBU POMONA SIGNAL HILL
ARTESIA CALABASAS DIAMOND BAR HIDDEN HILLS LA PUENTE MAYWOOD RANCHO PALOS VERDES SOUTH EL MONTE
AZUSA CARSON DUARTE HUNTINGTON PARK LAKEWOOD NORWALK ROLLING HILLS SOUTH GATE
BALDWIN PARK CERRITOS EL MONTE INDUSTRY LANCASTER PALMDALE ROLLING HILLS ESTATES TEMPLE CITY
BELL CLAREMONT GARDENA INGLEWOOD LAWNSDALE PALOS VERDES ESTATES ROSEMEAD WALNUT
BELL GARDENS COMMERCE GLENDORA IRWINDALE LOMITA PARAMOUNT SAN DIMAS WEST HOLLYWOOD
BELLFLOWER COVINA HAWAIIAN GARDENS LA CANADA-FLINTRIDGE LYNWOOD PICO RIVERA SANTA CLARITA WESTLAKE VILLAGE
WHITTIER

G. RESPONSE TO COMMENTS FROM DAVID R. LEININGER, CHIEF, FORESTRY DIVISION, PREVENTION BUREAU, COUNTY OF LOS ANGELES FIRE DEPARTMENT DATED OCTOBER 7, 2003.

G1. Page 4.9-1 of the Draft Program EIR will be modified as follows:

Station 94, located at 6421 E. Turnergrove Drive in Lakewood, has a three-person engine, ~~a two-person squad~~ and a two-person emergency support team (for manpower augmentation in major incidents).

G2. The comment notes that the project does not propose structures or any other improvements that appear to have a significant impact that requires a comment from the Land Development Unit; therefore no response is necessary.

G3. The comment notes that the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed; therefore no response is necessary.

## 11.4 ERRATA/CHANGES TO DRAFT GENERAL PLAN EIR

This errata addresses the technical components on the Draft General Plan EIR, which was circulated for public review from August 8, 2003 to September 2003.

Added or modified text is underlined (example), while deleted text has a strike out (~~example~~) through the text, and is included in a box, as the example below shows.

Example of added or modified text. ~~Example of deleted text.~~

Table 4.5-1 on page 4.5-7 of the Draft Program EIR will be modified as follows:

Table 4.5-1  
Local Air Quality Levels for the City of Cerritos<sup>1</sup>

Pollutant	California Standard	Federal Primary Standard	Year	Maximum <sup>2</sup> 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
	<u>2002</u>	<u>5.8</u>	<u>0/0</u>		
	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	
<u>2002</u>	<u>4.56</u>	<u>0/0</u>			
Ozone (O <sub>3</sub> )	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	<del>1/0</del>
			<u>2002</u>	<u>0.084</u>	<u>0/0</u>
Nitrogen Dioxide (NO <sub>2</sub> )	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
			<u>2002</u>	<u>0.130</u>	<u>0/0</u>

Sulfur Dioxide (SO <sub>2</sub> )	0.25 ppm for 1 hour	0.14 ppm for 24 hours or 80 µg/m <sup>3</sup> (0.03 ppm) annual average	1997	0.044 <u>0.011</u>	0/0
			1998	0.083 <u>0.014</u>	0/0
			1999	0.050 <u>0.011</u>	0/0
			2000	0.047 <u>0.007</u>	0/0
			2001	0.047 <u>0.009</u>	0/0
			<u>2002</u>	<u>0.008</u>	<u>0/0</u>
Particulate Matter (PM <sub>10</sub> ) <sup>3,4</sup>	50 µg/m <sup>3</sup> for 24 hours	150 µg/m <sup>3</sup> 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 <u>91.0</u>	± 10/0
			<u>2002</u>	<u>74.0</u>	<u>5/0</u>
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>4</sup>	N/A	65 µg/m <sup>3</sup> for 24 hours	1997	N/M	N/A
			1998	N/M	N/A
			1999	66.9	N/A/1
			2000	74.5 <u>81.5</u>	N/A/3 <u>4</u>
			2001	72.9	N/A/1
			<u>2002</u>	<u>62.7</u>	<u>N/A/0</u>
ppm = parts per million      PM <sub>10</sub> = particulate matter 10 microns in diameter or less      N/M = not measured µg/m <sup>3</sup> = micrograms per cubic meter      PM <sub>2.5</sub> = particulate matter 2.5 microns in diameter or less					
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. 5. Maximum concentration is measured over the same period as the California Standard. 6. PM <sub>10</sub> exceedances are based on state thresholds established prior to amendments adopted on June 20, 2002. 7. PM <sub>10</sub> and PM <sub>2.5</sub> exceedances are derived from the number of samples exceeded, not days.					
Source: Data obtained from the California Air Resources Board ADAM Data Summaries Website, <a href="http://www.arb.ca.gov/adam/welcome.html">www.arb.ca.gov/adam/welcome.html</a> .					

Tables 4.5-2, 4.5-3 and 4.5-4 on pages 4.5-15, 4.5-16 and 4.5-17, respectively, of the Draft Program EIR will be modified as follows:

Table 4.5-2 Mobile Source Air Emissions				
Project	Pollutant (Pounds/Day)			
	ROG	NOx	CO	PM <sub>10</sub>
(unmitigated) • Vehicle Emissions <sup>1</sup>	2,750.1 <u>1,137.0</u>	3,095.7 <u>1,627.9</u>	35,387.0 <u>13,053.0</u>	2,534.3 <u>3,032.0</u>
ROG = reactive organic gases      NOx = nitrogen oxides CO = carbon monoxide      PM <sub>10</sub> = fine particulate matter				
NOTE: 1 – Based on UREBMIS 2002 modeling results, worst-case seasonal emissions for area and mobile emissions, and trip rate data provided in the Project Traffic Study.				

Table 4.5-3  
Area Source Air Emissions

Project	Pollutant (Pounds/Day)			
	ROG	NOx	CO	PM <sub>10</sub>
(unmitigated)				
• Area Source Emissions <sup>1</sup>	811.8	1,334.7	317.8	34.5
	<u>806.8</u>	<u>659.9</u>	<u>203.4</u>	<u>10.7</u>
ROG = reactive organic gases                      NOx = nitrogen oxides CO = carbon monoxide                              PM <sub>10</sub> = fine particulate matter				
NOTE: 1 – Area Source emissions excludes the use of fireplaces and wood burning stoves.				

Table 4.5-4  
Combined Operational Air Emissions

Project	Pollutant (Pounds/Day)			
	ROG	NOx	CO	PM <sub>10</sub>
(unmitigated)				
• Area Source Emissions <sup>2</sup>	2,750.1	3,095.7	35,387	2,534.3
	<u>806.8</u>	<u>659.9</u>	<u>203.4</u>	<u>10.7</u>
• Vehicle Emissions	811.8	1,334.7	317.8	34.5
	<u>1,137.0</u>	<u>1,627.9</u>	<u>13,053.0</u>	<u>3,032.0</u>
Total Unmitigated Emissions	3,561.9	4,460.4	35,704.8	2,568.8
	<u>1,943.8</u>	<u>2,287.8</u>	<u>13,256.4</u>	<u>3,042.7</u>
SCAQMD Threshold	55	55	550	150
Is Threshold Exceeded? (Significant Impact?)	Yes	Yes	Yes	Yes
ROG = reactive organic gases                      NOx = nitrogen oxides CO = carbon monoxide                              PM <sub>10</sub> = fine particulate matter				
NOTE: 1 – Based on UREBMIS 2002 modeling results, worst-case seasonal emissions for area and mobile emissions, and trip rate data provided in the Project Traffic Study. 2 – Area Source emissions excludes the use of fireplaces and wood burning stoves.				

The second sentence in the second paragraph under the heading Fire Protection on page 4.9-1 of the Draft Program EIR will be modified as follows:

Station 94, located at 6421 E. Turnergrove Drive in Lakewood, has a three-person engine, ~~a two-person squad~~ and a two-person emergency support team (for manpower augmentation in major incidents).

The fifth sentence under the heading Sewer Services on page 4.9-6 of the Draft Program EIR will be modified as follows:

The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of ~~349.9~~ 326.1 mgd.

## 12.0 MITIGATION MONITORING PROGRAM

Section 2.0 of this EIR identifies the policies and mitigation measures that will be implemented to reduce the impacts associated with the proposed General Plan Update. The California Environment Quality Act (CEQA) was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in Section 21081.6 of the Public Resources Code,

*“ . . . the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.”*

Section 21086.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR.

The mitigation monitoring table, which begins on the following page, lists those measures outlined in Section 2.0 and discussed in Section 4.0. To ensure that the policies and mitigation measures are properly implemented, a monitoring program has been devised that identifies the timing and responsibility for monitoring each measure. The City of Cerritos will have the responsibility for implementing the measures, and the various City of Cerritos departments will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

Although the EIR referenced many General Plan policies, which serve to mitigate potential adverse impacts, these policies are not considered mitigation, and therefore, are not listed in the mitigation monitoring program. Policies must be enforced as a matter of normal procedures (a separate implementation program for the General Plan goals and policies has been developed) and do not need special monitoring for the purposes of the EIR.

**CERRITOS GENERAL PLAN EIR**

**MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Timing/Frequency	Reporting Requirements	Party Responsible for Monitoring	Verification of Compliance		
				Initials	Date	Remarks
<b>TRAFFIC AND CIRCULATION</b>						
<b>2020 Traffic Conditions at Intersections</b>						
MM-CIR-1	Future projects that would add traffic volumes to the intersection at South Street and Carmenita Road shall advance fair share contributions to the cost of necessary improvements to achieve a LOS D, which can include but is not limited to adding a third southbound through lane, a third east bound through lane and a westbound through lane. Fair share contributions shall be advanced per the direction of the City. The City shall monitor the volumes at the intersection of South Street and Carmenita Road to determine if improvements are necessary, and if they are determined to be necessary, the City shall determine the most appropriate improvement (i.e., signalization timing, lanes) necessary to achieve LOS D.	In Conjunction with Approval of Discretionary Cases	Plan Review Process Prior to the Issuance of Building Permit	City of Cerritos Community Development/Public Works Department		
MM-CIR-2	Future projects that would add traffic volumes to the intersection at Artesia Boulevard and Carmenita Road shall advance fair share contributions to the cost of necessary improvements to achieve a LOS D, which can include but is not limited to adding a second eastbound left-turn lane and the striping of a northbound right-turn lane. Fair share contributions shall be advanced per the direction of the City. The City shall monitor the volumes at the intersection of Artesia Boulevard and Carmenita Road to determine if improvements are necessary, and if they are determined to be necessary, the City shall determine the most appropriate improvement (i.e., signalization timing, lanes) necessary to achieve a LOS D.	In Conjunction with Approval of Discretionary Cases	Plan Review Process Prior to the Issuance of Building Permit	City of Cerritos Community Development/Public Works Department		
MM-CIR-3	Future projects that would add traffic volumes to the intersection at 183rd Street and Bloomfield Avenue shall advance fair share contributions to the cost of necessary improvements to achieve a LOS D, which can include but is not limited to adding a second westbound left-turn lane. Fair share contributions shall be advanced per the direction of the City. The City shall monitor the volumes at the intersection of 183rd Street and Bloomfield Avenue to determine if improvements are necessary, and if they are determined to be necessary, the City shall determine the most appropriate improvement (i.e., signalization timing, lanes) to achieve LOS D.	In Conjunction with Approval of Discretionary Cases	Plan Review Process Prior to the Issuance of Building Permit	City of Cerritos Community Development/Public Works Department		

**CERRITOS GENERAL PLAN EIR**

**MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Timing/Frequency	Reporting Requirements	Party Responsible for Monitoring	Verification of Compliance		
				Initials	Date	Remarks
<b>NOISE</b>						
<b>Traffic Noise</b>						
MM-N-1 If noise complaints are received by the City from noise-sensitive land uses along Artesia Boulevard and Carmentita Road, a noise assessment shall be prepared, to the satisfaction of the Community Development Director. The noise assessment shall review existing noise sources and make recommendations to ensure that the criteria established in the City of Cerritos Noise Ordinance is not exceeded for the noise-sensitive uses.	Ongoing/Upon Receipt of Noise Complaints	Preparation of Noise Assessment	City of Cerritos Community Development Department			
<b>GEOLOGY AND SEISMIC HAZARDS</b>						
<b>Soil Erosion</b>						
MM-GEO-1 Grading plans for development projects shall include an approved drainage and erosion control plan to minimize the impacts from erosion and sedimentation during grading. Plans should conform to all standards adopted by the City and meet the requirements of Storm Water Pollution Prevention Plans (SWPPS) required by California State Water Resources Control Board.	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps	Prior to the Issuance of Building Permits	City of Cerritos Community Development/Works Department			
<b>Seismic Ground Shaking</b>						
MM-GEO-2 Due to the potential for ground shaking in a seismic event, individual development projects shall comply with the standards set forth in the Uniform Building Code (UBC) (most recent edition) to assure seismic safety to the satisfaction of the City's Community Development Department prior to issuance of a building permit, including compliance with California Division of Mines and Geology Special Publication 117 (Guidelines for Evaluation and Mitigating Seismic Hazards in California, adopted March 13, 1997).	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps	Prior to the Issuance of Building Permit	City of Cerritos Community Development Department			
MM-GEO-3 Individual development projects shall comply with non-structural seismic mitigation measures, e.g., overhead glass treatments shall use safety glass or film; vending machines, ice machines (if used) and other types of machines and equipment shall be bolted or braced. Pictures and decorative items within common areas shall be secured for earthquake safety.	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps	Prior to the Issuance of Building Permit	City of Cerritos Community Development Department			
MM-GEO-4 Ensure individual development projects compliance with current seismic mitigation codes.	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps	Prior to the Issuance of Building Permit	City of Cerritos Community Development Department			

**CERRITOS GENERAL PLAN EIR**

**MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Timing/Frequency	Reporting Requirements	Party Responsible for Monitoring	Verification of Compliance		
				Initials	Date	Remarks
<b>Liquefaction</b>						
MM-GEO-5 Individual development projects shall comply with the standards set forth in the Uniform Building Code (UBC) (most recent edition) for structures on-site to assure safety of the occupants to the satisfaction of the City's Community Development Department prior to issuance of a building permit. These standards included compliance with California Division of Mines and Geology Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California, adopted March 13, 1997) and "Recommended Procedures for Implementation of CDMG Special Publication 117 - Guidelines for analyzing and Mitigating Liquefaction in California" (Dr. Geoffrey R. Martin et al, May 1999).	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps	Prior to the Issuance of Building Permit	City of Cerritos Community Development Department			
<b>Expansive Soil and Strength</b>						
MM-GEO-6 Development proposals within identified soil or seismic hazard areas shall include design features directed at mitigating such hazards, as confirmed during building design and plan checking stages of review. These mitigating features shall be confirmed during building design and plan checking stages of project review.	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps	Plan Review Process Prior to the Issuance of Building Permit	City of Cerritos Community Development Department			
<b>HYDROLOGY AND DRAINAGE</b>						
<b>Water Quality Standards and Waste Discharge Requirements</b>						
MM-HYD-1 Individual development projects would be required to prepare a drainage/grading plan for approval by the City of Cerritos Department of Public Works prior to issuance of grading permits.	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps	Plan Review Process Prior to the Issuance of Grading Permit	City of Cerritos Public Works Department			
MM-HYD-2 Individual development projects would be required to construct any parkway drains or similar devices required by the draining/grading plan prior to issuance of a building permit.	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps	Plan Review Process Prior to the Issuance of Building Permit	City of Cerritos Public Works Department			
MM-HYD-3 To ensure that construction activities associated with individual development or redevelopment projects would not degrade water quality, future development projects shall be required to develop and implement a water quality control plan as deemed necessary by the City and/or the California Regional Water Quality Control Board. In addition, the proposed water quality control plan shall also be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit process.	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps	Plan Review Process Prior to the Issuance of Building Permit	City of Cerritos Public Works Department			

**CERRITOS GENERAL PLAN EIR**

**MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Timing/Frequency	Reporting Requirements	Party Responsible for Monitoring	Verification of Compliance		
				Initials	Date	Remarks
<p>As part of the review/permitting process, individual development projects shall be required to mitigate potential adverse water quality impacts that are associated with both construction and operational phases of the development. Measures to comply with this requirement could include, but shall not be limited to the following:</p> <ul style="list-style-type: none"> <li>Individual project applicants shall file a Notice of Intent where required by applicable law and obtain a construction permit from the California Regional Water Quality Control Board. Evidence of said permit shall be provided to the City prior to the issuance of building permits (required for projects greater than five acres).</li> <li>Individual development projects shall comply with Best Management Practices for stormwater management. Such practices, shall address both long-term operational aspects of the project, as well as the construction stage.</li> <li>Individual project applicants shall prepare a Stormwater Pollution Prevention Plan (SWPPP) to address the prevention of both point and non-point pollution sources. The SWPPP will include structural facilities, ongoing maintenance and monitoring provisions to verify compliance with the Plan and permit process.</li> </ul>						
<p><b>MM-HYD-4</b></p> <p>For individual development projects that fall into one of the Standard Urban Stormwater Mitigation Plans (SUSMP) project types, characteristics or activities, the project design shall comply with applicable provisions of the SUSMP, and if required by the SUSMP, shall include structural and other measures to collect the first 3/4-inch of stormwater runoff from the site, and control peak flow discharge.</p>	<p>In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps</p>	<p>Plan Review Process Prior to the Issuance of Building Permit</p>	<p>City of Cerritos Public Works Department</p>			
<b>Drainage and Runoff</b>						
<p><b>MM-HYD-5</b></p> <p>To ensure that runoff does not exceed storm drainage capacity, individual development projects shall be evaluated by the City's Public Works Department to assess specific requirements for both on-site and localized drainage facilities. Local drainage facilities shall be consistent with the City's Master Plan of Drainage. In addition, an engineered site drainage plan shall be prepared for individual development projects in accordance with City requirements.</p>	<p>In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps</p>	<p>Prior to Issuance of Grading Permit</p>	<p>City of Cerritos Public Works Department</p>			

<b>CERRITOS GENERAL PLAN EIR</b>						
<b>MITIGATION MONITORING AND REPORTING PROGRAM</b>						
<b>Mitigation Measure</b>	<b>Monitoring Timing/Frequency</b>	<b>Reporting Requirements</b>	<b>Party Responsible for Monitoring</b>	<b>Verification of Compliance</b>		
				<b>Initials</b>	<b>Date</b>	<b>Remarks</b>
<b>Flooding</b>						
MM-HYD-6	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps	Plan Review Process	City of Cerritos Public Works Department			
<b>PUBLIC SERVICES AND UTILITIES</b>						
<b>School Facilities</b>						
MM-PS-1	Prior to the issuance of certificate of occupancy, individual development project applicants shall submit evidence to the City of Cerritos that legally required school impact mitigation fees have been paid per the mitigation established by the ABC Unified School District.	Prior to Issuance of Certificate of Occupancy	City of Cerritos Community Development Department			
<b>Solid Waste</b>						
MM-PS-2	Future development projects shall participate in the existing curbside recycling and yard waste collection programs.	During Operations	City of Cerritos Public Works Department			
MM-PS-3	Recycling bins shall be provided by project applicants at all construction sites. All recyclable materials currently being accepted at either the landfill and/or recycling centers shall be directed for recycling at construction sites.	During Operations	City of Cerritos Public Works Department			
MM-PS-4	On-site recycling bins shall be required for retail, business, office, manufacturing and industrial facilities.	During Operations	City of Cerritos Public Works Department			
<b>PUBLIC HEALTH AND SAFETY</b>						
<b>Hazardous Materials Use, Generation and Transport</b>						
MM-PHS-1	Ensure that all new uses within the City of Cerritos comply with applicable laws regarding hazardous substances remediation, storage, use and handling, and incorporate precautions that protect adjoining uses from unacceptable health and safety risks.	Compliance with Condition of Approval	City of Cerritos Community Development Department			

**CERRITOS GENERAL PLAN EIR**

**MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Timing/Frequency	Reporting Requirements	Party Responsible for Monitoring	Verification of Compliance		
				Initials	Date	Remarks
MM-PHS-2 Establish and adopt development standards which ensure that new commercial and industrial development near proposed residential, school or mixed use districts does not create an unacceptable risk of human exposure to hazardous materials.	In Conjunction with Implementation of General Plan	Zoning Regulations	City of Cerritos Community Development Department			
MM-PHS-3 Coordinate with hazardous substance regulatory agencies to ensure that businesses located in the City comply with all hazardous materials regulations during the permitting and site inspection process.	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps	Compliance with Condition of Approval	City of Cerritos Community Development Department			
MM-PHS-4 Ensure that land use approvals (General Plan and Zoning) that the siting and permitting of businesses, which store, treat, handle, and recycle hazardous wastes are directed to suitable locations in order to ensure the protection of public health and the environment. Through these approvals the City shall impose appropriate mitigation for protection of public health and the environment.	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps	Compliance with Condition of Approval	City of Cerritos Community Development Department			