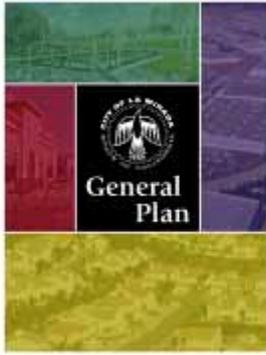




**General
Plan**





CITY OF LA MIRADA GENERAL PLAN

ADOPTED BY CITY COUNCIL RESOLUTION 03-18
MARCH 25, 2003

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Director
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Marilyn Wagner – City Clerk
Susana Hill – Planning Secretary

Consultants to the City

Cotton/Bridges/Associates – A Division of
P&D Consultants, Inc.
Katz, Okitsu & Associates – Traffic
Engineers and Transportation Planners
Wieland Associates, Inc. – Acoustical
Consultants
Stanley R. Hoffman and Associates –
Economic Development Consultants



TABLE OF CONTENTS

Introduction to the General Plan

Land Use Element

Economic Element

Circulation Element

Housing Element

Safety and Community Services Element

Open Space and Conservation Element

Glossary

Appendix A: Implementation Program

TABLE OF CONTENTS

Introduction to the General Plan	1
La Mirada Planning Area.....	2
History of the Community.....	2
Purpose and Scope of the General Plan	4
General Plan Organization and Use.....	5
Community Participation.....	6

List of Tables

I-1	Relationship of La Mirada General Plan Elements to State Mandated Elements	5
-----	--	---

List of Figures

I-1	Planning Area Map	3
-----	-------------------------	---

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INTRODUCTION TO THE GENERAL PLAN

The General Plan expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private. It bridges the gap between community values, visions and objectives, and physical decisions.

-- California General Plan Guidelines

INTRODUCTION

La Mirada is one of Southern California's most distinctive communities. Strategically located on the border of Los Angeles and Orange Counties, the City offers unparalleled access to business, entertainment, and recreation opportunities. From a historic perspective, the community's population, housing, and business patterns have been shaped largely by La Mirada's accessibility. Industrial businesses take advantage of Interstate 5 (the Santa Ana Freeway) and rail lines. Commercial businesses fronting the freeway and Imperial Highway help support the tax base by drawing regional customers into La Mirada. The well-developed local circulation system allows residents to easily access beautiful City parks, neighborhood schools, and areas of employment and commerce.

As a built-out community, La Mirada may appear to have limited opportunities for new development to accommodate the new residents and businesses that continue to locate in the southland. However, the City has experienced ongoing change since its incorporation in 1960. An enclosed shopping mall was demolished to make room for new homes and an outdoor commercial center. Active residential rehabilitation programs were established for maturing neighborhoods. Aging industrial plants have been replaced with modern business parks. La Mirada can expect similar incremental changes throughout the community. This General Plan provides policy guidance for development decisions. As the City moves toward the year 2020, questions to be answered include:

- How can the City reinforce its unique identity relative to surrounding communities and unincorporated areas?
- What incentives can be used to attract and retain businesses that would benefit from the spending habits of the increasing number of motorists traveling daily on Interstate 5 and Imperial Highway?

- What tools are appropriate to encourage a mix of retail and service uses in commercial centers and to combat aging and deferred maintenance of stores and shopping centers?
- Does the local circulation system require any adjustments in response to land use changes to ensure that residents and the business community can travel within and through La Mirada efficiently and safely?
- What strategies can be used to preserve the character of residential neighborhoods while allowing new housing development?

This Plan guides the City to the year 2020 by setting forth goals and policies addressing land use, economic development, circulation, housing, and related issues. These issues affect the quality of life in La Mirada and the economic health of the community. Implementation of the General Plan will ensure that future development projects are consistent with the community's goals.

La Mirada Planning Area

State planning law gives a city the authority to undertake long-range planning not just for properties within its corporate limits but also lands within its sphere of influence.¹ The sphere of influence encompasses lands outside the city limits which are not under any other city's jurisdiction and which may influence the decisions and planning activities related to properties within the city's own corporate limits.

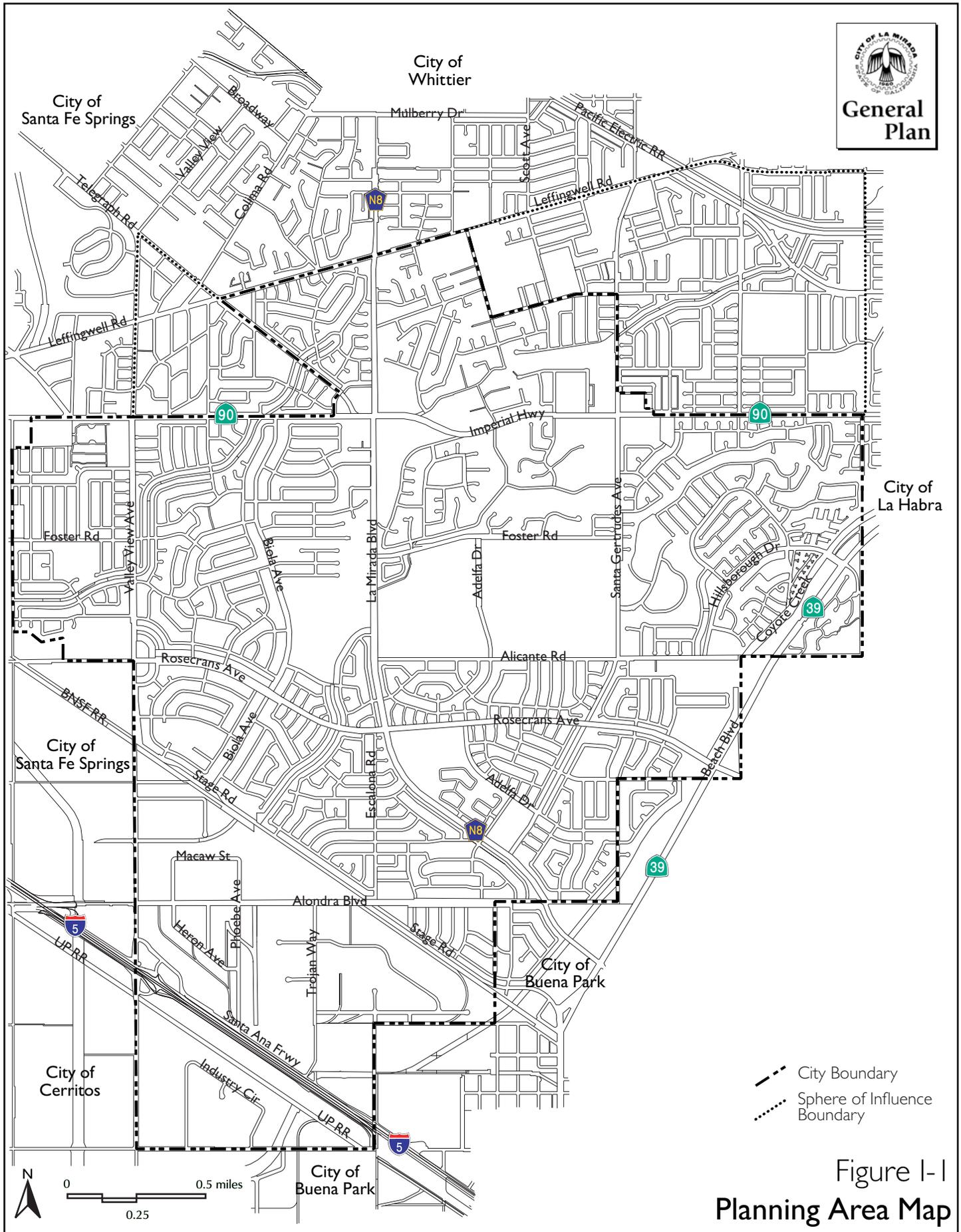
La Mirada's sphere of influence includes two areas north of Imperial Highway: the first bounded by Telegraph Road, Imperial Highway, and Valley View Avenue; and the second bounded by Leffingwell Avenue, La Mirada's eastern city limit, and the western boundary of La Habra. The entire planning area encompasses 4,611 acres, with approximately 3,841 acres within the City's corporate limits and an additional 770 acres within the sphere of influence (see Figure I-1).

History of the Community

La Mirada incorporated as a general law city on March 23, 1960. The City was once part of Rancho Los Coyotes, a large ranch deeded to Manuel Nieto by the Spanish Governor Diego de Borcia. The 2,128-acre Windermere Rancho formed part of this



¹ Every county in California has a Local Agency Formation Commission, or LAFCO, which establishes sphere of influence boundaries for incorporated jurisdictions. The Los Angeles County LAFCO has identified a sphere of influence for La Mirada consisting of two unincorporated areas located north of the current City boundary.



**Figure I-1
Planning Area Map**

land grant and was used for raising sheep. In 1895, Andrew McNally of the Rand-McNally atlas firm purchased the Rancho and formed the La Mirada Land Company for the purpose of developing "Country Gentlemen's" estates of 20 to 40 acres. A beautiful lake called Windermere Lake was developed for use by area residents. Agricultural uses, predominately production of olives and lemons, were predominant until 1953, when McNally's property was sold for subdivision development.

With accelerated home building in the seven years between 1953 and 1960, La Mirada became a community of 22,000 people. The new residents fought annexation by surrounding cities for three years and in 1960 finally achieved home rule through incorporation as a city. Since incorporation, La Mirada has experienced further growth and has developed an efficient city government. Today, La Mirada is a fully developed, stable, mature, suburban city of approximately 47,000 residents.

Purpose and Scope of
the General Plan

A general plan is a document required by State law that serves as a guide to the long-term physical development of the community. It can be thought of as a pattern or blueprint for reuse of property, as well as for future growth and development.

Per State regulations, a general plan must address at least the following issues: land use, circulation, housing, noise, public safety, conservation, and open space (California Government Code, Section 65302). However, a jurisdiction can craft its general plan to deal with any issue which decision makers, city staff, residents, business owners, and other stakeholders deem important to the community. The La Mirada General Plan discusses these issues in a series of six chapters called elements. These elements are:

- Land Use
- Economic
- Circulation
- Housing
- Safety and Community Services
- Open Space and Conservation

Table I-1 shows the relationship between the six elements of the La Mirada General Plan and the State-mandated elements.

Table I-1
Relationship of La Mirada General Plan Elements
to State-Mandated Elements

La Mirada General Plan Elements	State-Mandated General Plan Elements							Optional Element
	Land Use	Circulation	Housing	Noise	Safety	Conser- vation	Open Space	
Land Use	•							
Economic								•
Circulation		•						
Housing			•					
Safety and Community Services				•	•			
Open Space and Conservation						•	•	

In addition to the six elements, this General Plan includes an Implementation Program (see Appendix). The Implementation Program, adopted separately from the General Plan elements and subject to annual review, identifies the specific actions the City will undertake to implement the goals and policies contained in the elements.

General Plan Organization and Use

The General Plan is comprised of this Introduction, the six elements, and a Glossary, plus the separate Implementation Program (Appendix). The elements and the Implementation Plan will help the City continue to achieve its vision for the future.

The Introduction of each element presents a discussion of its purpose and defines its scope and content. To help readers understand certain technical terms used in each element, the Important Terms and Concepts section defines those terms. Several of the elements contain a Related Plans and Programs section examining pertinent programs that affect La Mirada and the way the City plans for development and growth.

The Plan section addresses identified planning issues, goals, and policies related to the element topic. The issues, goals, and policies are of continuing importance to the City from previous General Plans, and have been influenced by public input received from the community at City Council and Planning Commission hearings conducted for the General Plan.

Planning goals are overall statements of community desires and are comprised of broad statements of purpose or direction. The policies serve as guides to the City Council, Planning Commission, and City staff in their review of development proposals and execution of decisions that affect development.

The structure of the Housing Element differs slightly because State law is very specific about issues that must be addressed in housing elements. In addition to broad goals and policies, the Housing Element contains numeric goals for housing rehabilitation and new housing construction, as well as descriptions of programs the City will pursue toward those goals.

The structure of the elements allows readers to easily locate issues of interest and to read a summary of the City's goals and policies relative to that particular topic. However, General Plan readers should realize that the General Plan is an integrated document. The policies contained in the various elements are interrelated and should be examined comprehensively. For example, many of the Economic Element policies tie closely to policies in the Land Use Element. All policy components must be considered together.

Community Participation

Because the General Plan sets forth the goals and ideals of the community, citizen input is essential to identifying issues and formulating policy. Both La Mirada residents and representatives from the business community contributed insight and vision into the planning efforts. Prior to public hearings, City staff conducted a briefing for the Chamber of Commerce to solicit input about issues of importance to the business community. Staff also conducted workshops with the Planning Commission and City Council to review the format and content of the Draft General Plan.

The Draft General Plan and supporting documents were circulated for public review and comment before and during formal public hearings before the Planning Commission and City Council.

TABLE OF CONTENTS

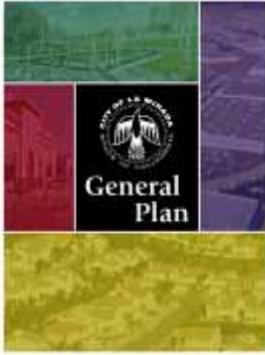
Introduction to the Land Use Element.....	1
Purpose of the Land Use Element.....	1
Scope and Content of the Land Use Element.....	2
Relationship to Other General Plan Elements.....	2
Important Terms and Concepts	3
Land Use Designations.....	3
Density and Intensity.....	3
Floor Area Ratio.....	3
Nonconforming.....	4
Redevelopment.....	4
Flexible Development Tools.....	4
Development Agreement.....	5
Density Bonus.....	5
Related Plans and Programs.....	6
California Environmental Quality Act Guidelines.....	6
La Mirada Zoning Ordinance.....	6
Biola University Master Plan.....	6
Regional Comprehensive Plan and Guide.....	6
Air Quality Management Plan.....	7
Land Use Plan.....	8
Land Use Policy Map.....	8
Residential Land Uses.....	8
Commercial Land Uses.....	10
Industrial Land Uses.....	11
Public Facilities.....	12
Parks and Open Space.....	12
Land Use Compatibility.....	13
Community and Neighborhood Facilities.....	13
Commercial and Industrial Vitality.....	14
Housing and Neighborhood Quality.....	15
Redevelopment.....	15
Community Aesthetics.....	16
Focus Areas: An Overview.....	17
Imperial Highway Corridor.....	17
Interstate 5 Corridor.....	19
Storm Water Requirements for Development Planning and Construction.....	20
Zoning and the Land Use Element.....	20
Implications of Land Use Policy.....	21

List of Tables

LU-1	Commercial Subareas: FAR Limits.....	11
LU-2	General Plan and Zoning Ordinance Consistency.....	21
LU-3	General Plan Land Use Distribution.....	22
LU-4	Land Use Capacity and Population Projections.....	23

List of Figures

LU-1	Floor Area Ratio Illustrated	3
LU-2	Land Use Policy Map.....	9
LU-3	Land Use Focus Areas.....	18



LAND USE ELEMENT

The purpose of the land use element is to guide the ultimate pattern of development for the community.
-- California General Plan Guidelines

INTRODUCTION

La Mirada incorporated as a City in 1960. The City's first General Plan, adopted in 1965, established La Mirada's vision to become a city known for high-quality residential development, many beautiful parks and public facilities, supportive commercial development, and an industrial area that supports the City financially and contributes to its stable employment base. The City entered the twenty-first century almost fully developed, and the vision established in that first General Plan has been achieved. The Land Use Element continues to assist the City in maintaining the vision by setting forth policies to guide future infill development and reuse of properties.

Purpose of the Land Use Element

The Land Use Element guides land use planning in La Mirada by providing a framework for the issues examined in the General Plan and identifying how land will be used for business, housing, public facilities, transportation, and open space.

The Land Use Element addresses the physical development and appearance of the City by describing present and planned land use activity and addressing the relationships between development and environmental quality, potential hazards, and broader economic and social objectives. As a guide for future development, it also identifies the general distribution, location, mix, and extent of desired land uses, including residential, commercial, business, public facilities, and open space uses.



The land use plan portion of this Element presents goals and policies that address how the City will maintain and enhance land uses throughout the community. The plan builds upon established land use patterns to provide integration between existing community qualities and the City's vision for the future.

Scope and Content of the Land Use Element

The Land Use Element is comprised of two sections. The first establishes the setting and purpose of the Element, including important terms and concepts, and related regional and local plans and programs.

The second section presents the Land Use Plan. This plan is composed of two primary components: a Land Use Policy Map which graphically identifies the arrangement and distribution of uses within La Mirada, and supporting text that discusses issues, goals, and policies. Specific actions to implement land use goals and policies are provided in the General Plan Implementation Program (Appendix A of the General Plan).



Relationship to Other General Plan Elements

State planning law requires the Land Use Element to be consistent with the goals, policies, and programs of other General Plan elements. All elements of the General Plan are interrelated to a degree, while each element focuses more specifically on a topic of interest. The Land Use Element establishes the planned land use patterns for La Mirada based on the community's desires and needs. The other General Plan elements ensure that adequate and supporting infrastructure, public facilities, and services continue to be provided to accommodate existing and planned land uses.

IMPORTANT TERMS AND CONCEPTS

In discussing how properties may be developed, the Land Use Element uses certain planning terms and concepts.

Land Use Designations

The Land Use Element establishes generalized categories for the types of land uses allowed in the City, such as residential, commercial, industrial, public, institutional, parks, and open space. For each so-called land use category, the Element defines the range of uses and intensity of development permitted.

Density and Intensity

Density and intensity are terms used to describe the level of development existing or permitted on a lot or parcel of land. Density applies to residential land use categories and refers to the number of housing units per acre of land. Intensity applies to commercial and industrial land use categories. Intensity means the total building square footage, percent of lot coverage, or floor-area ratio (FAR) established on a property. Different parts of La Mirada are distinguished by the density or intensity of development. Areas with apartments have higher densities than traditional subdivisions. Commercial areas near Interstate 5 have been developed at higher intensities than neighborhood retail centers.

Floor Area Ratio

Floor-Area Ratio (FAR) represents the relationship between the total floor area of a building and the total area of the lot. The FAR is determined by dividing the total building floor area by the total size of a lot. For instance, a 10,000 square foot building on a 20,000 square foot lot has a FAR of 0.5. As shown in Figure LU-1, a building with the same FAR can be designed in different ways – by a low rise building covering most of the lot, by a mid-size structure with less lot coverage, or by a taller building with substantial surrounding open space.

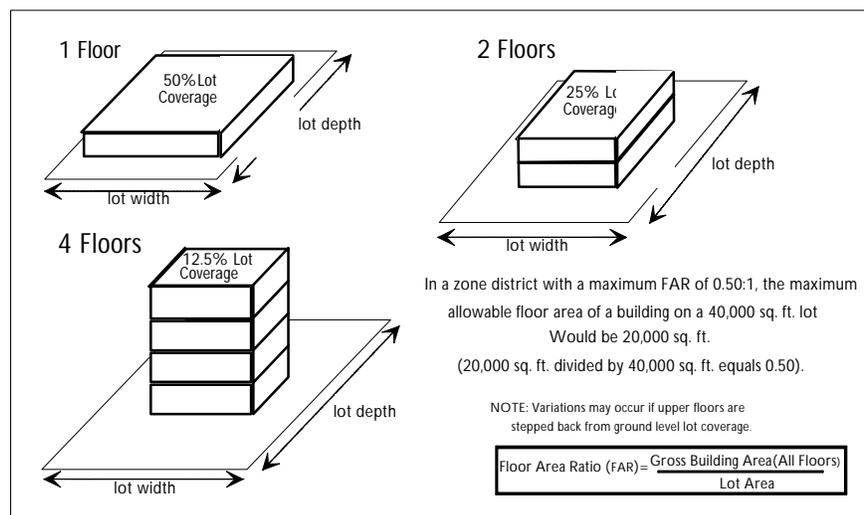


Figure LU-1
Floor Area Ratio Illustrated

Nonconforming Any use, structure, or lot which does not conform to the regulations established by the zone district where it is located is considered "nonconforming." Nonconforming uses can include:

- (1) Nonconforming structures (by virtue of size, type of construction, design of building, location on site, etc)
- (2) Nonconforming uses of a conforming or nonconforming building or structure
- (3) Nonconforming size of parcel of land or lot (e.g., dimensions or size of lot does not meet the minimum lot dimensions)

Redevelopment California Redevelopment Law provides cities with the authority, scope, and financing mechanisms needed to improve their community. To this end, the La Mirada Redevelopment Agency has been an active partner with business and industry since its establishment in 1973. The Agency's primary goals are to eliminate blighted conditions; revitalize the industrial area and retail centers in the City; recycle underutilized property; increase, improve, and preserve the City's supply of affordable housing; and improve the community's image. State law provides a Redevelopment Agency with planning, clearance, development, and financing mechanisms to achieve these goals.

Flexible Development Tools La Mirada uses a variety of tools to facilitate more imaginative and innovative land uses that are not otherwise possible through literal application of the zoning code. The following tools allow flexibility in locating buildings and combining land uses to achieve economies of scale, provide for more innovative designs, preserve open space, and provide greater amenities:

- Planned Unit Development: A planned unit development (PUD) typically covers a large, multi-lot area under single ownership. A PUD development is approved as one project comprised of several land uses or development projects, rather than several separate developments on individual lots. Over 50 projects in La Mirada have been approved through this process.
- Specific Plan: A specific plan is prepared for a defined geographic area which may benefit from special land use regulations and development standards. A specific plan differs from a PUD in that multiple properties under different ownership are often included. The General Plan promotes the use of a specific plan for the Imperial Highway corridor to achieve quality aesthetic design and desired land use composition.

Development Agreement A development agreement is a contractual agreement between a developer and the City that clearly establishes the developer's responsibility to provide a certain type of development, streets and sewer improvements, and any other mutually agreed to terms and responsibilities as a precondition for securing approval of a project.

Density Bonus Under State density bonus laws, a developer is commonly allowed additional residential units within a project beyond the maximum for which the parcel is otherwise permitted. Usually, a density bonus is permitted in exchange for the provision or preservation of affordable housing units at the same site or another location.



RELATED PLANS AND PROGRAMS

The scope and content of the Land Use Element primarily are governed by the General Plan Law and Guidelines and the Planning, Zoning, and Development Laws for the state (California Government Code Sections 6500 et seq.). Several regional plans and programs also are considered in the formulation, adoption, and implementation of local land use policy.

California Environmental Quality Act Guidelines

The California Environmental Quality Act (CEQA) was adopted by the State legislature in 1970 in response to a public mandate for thorough environmental analysis of projects that might affect the environment. Under CEQA, most projects that require discretionary approval by a public agency must first be reviewed to determine related environmental effects. The environmental review procedures are described in the CEQA Statutes and Guidelines. CEQA implementation ensures that City officials and residents have the opportunity to assess any impacts associated with development projects so that appropriate measures can be implemented to preserve the quality of the living environment.

La Mirada Zoning Ordinance

The La Mirada Zoning Ordinance serves as the primary tool for implementing the goals and policies of the Land Use Element. The Zoning Ordinance specifies the types of allowable uses, the intensity and density of such uses, development standards for various uses, performance standards applicable to specific parcels of land in the City, and conditional use permit processes, among others.

Biola University Master Plan

Biola University represents a major land use that will continue to grow and change over the years. To guide this growth, the University has prepared a master plan. The master plan identifies locations and sizes of current and future buildings, athletic fields, parking, and other campus uses. The master plan permits development of approximately 1.6 million square feet of building space to accommodate a student population of approximately 5,000. A Planned Unit Development has been approved to implement the master plan.

Regional Comprehensive Plan and Guide

The Regional Comprehensive Plan and Guide was developed by the Southern California Association of Governments (SCAG) to help facilitate orderly development and growth within the six-county SCAG region, while maintaining and improving the quality of the living environment. The RCPG is fashioned like a local General Plan, with separate chapters addressing the economy, growth management, regional mobility, air quality, housing, public finance, open space and conservation, water resources, energy, and waste management. The policies and programs were developed with active participation from

local agencies, elected officials, the business community, private institutions, and citizens.

Air Quality
Management Plan

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a non-attainment area, defined as a geographic area identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting State or federal standards for a given pollutant. The Air Quality Management Plan, prepared by the South Coast Air Quality Management District, contains policies, strategies, and measures to achieve federal and State standards for healthier air quality in the South Coast Air Basin.



LAND USE PLAN

This Land Use Plan consists of a map and text, intended to guide planning decisions for the City on a day-to-day basis. This Land Use Plan focuses on three overarching goals:

- (1) To maintain and preserve quality residential and industrial development throughout the City
- (2) To revitalize or redevelop commercial properties
- (3) To preserve and enhance civic resources, including parks, schools, La Mirada Creek, Biola University, and the Civic Center

To achieve these overarching goals and maintain the desired balance of uses, the City will make land use decisions in a manner conforming to the designations and development intensity regulations of the Land Use Policy Map, and consistent with the goals and policies contained in this Element.

Land Use Policy Map

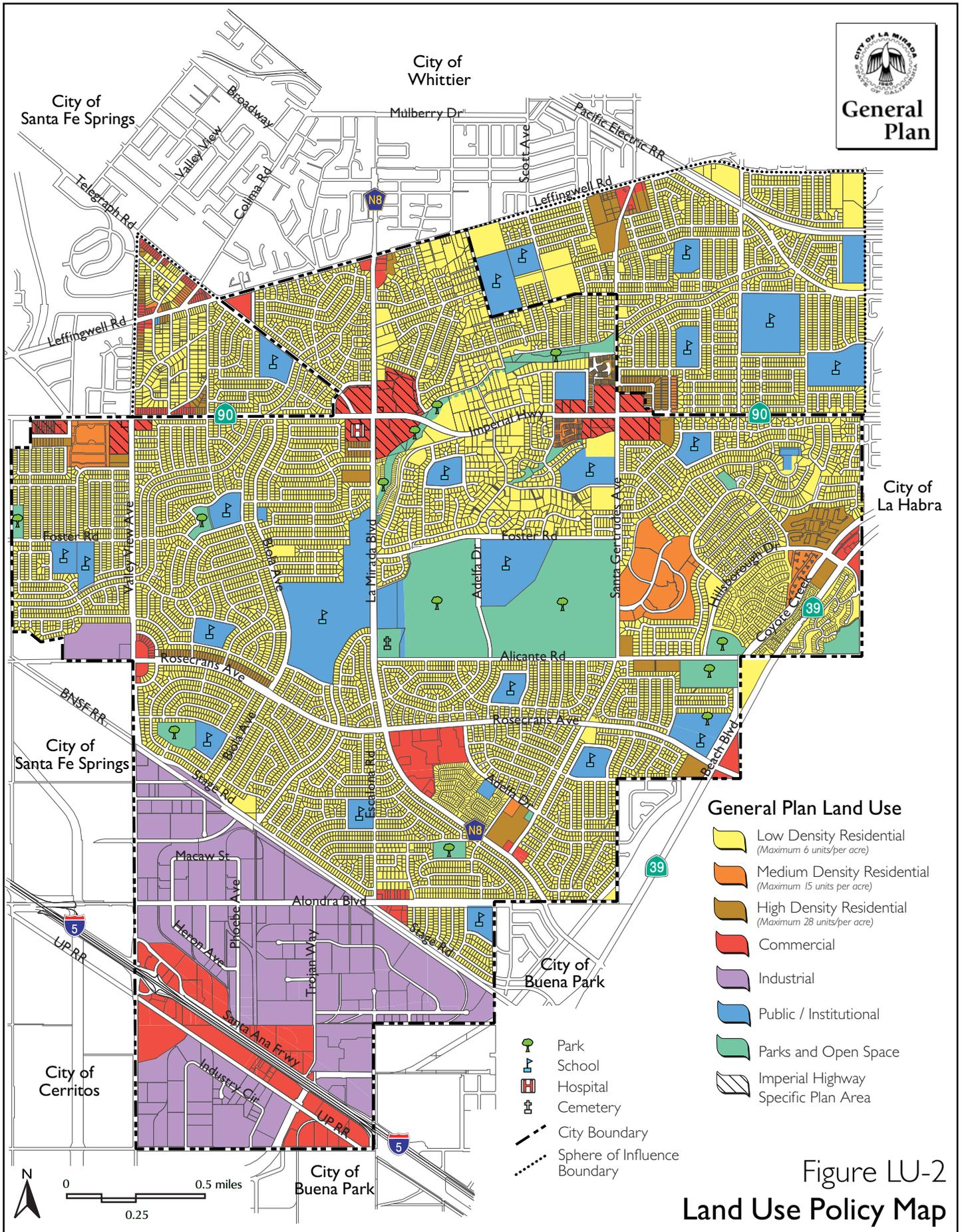
The Land Use Policy Map, presented as Figure LU-2, indicates that industrial uses will be maintained south of the railroad tracks and residential neighborhoods will continue to represent the dominant land use. Commercial properties will be the focus of business revitalization efforts, and parks and trails will continue to contribute to La Mirada's unique community identity. The land use categories shown on the map are described below.

Residential Land Uses

Low Density Residential (LDR) – This category allows traditional low-density, detached single-family houses. The maximum residential density allowed in this category is six (6) units per acre of land. The average population density is 18 persons per acre.

Several zoning districts allowing for subdivisions with varying minimum lot sizes (6,000 to 15,000 square feet) implement the Low Density Residential category. Additional permitted uses include public/institutional facilities, churches, schools, group homes, community care facilities, and other uses determined to be compatible with low-density, detached single-family neighborhoods.

The maximum density may be exceeded consistent with the density bonus provisions of Section 65915 of the California Government Code.



- General Plan Land Use**
-  Low Density Residential
(Maximum 6 units per acre)
 -  Medium Density Residential
(Maximum 15 units per acre)
 -  High Density Residential
(Maximum 28 units per acre)
 -  Commercial
 -  Industrial
 -  Public / Institutional
 -  Parks and Open Space
 -  Imperial Highway Specific Plan Area
- Legend:**
-  Park
 -  School
 -  Hospital
 -  Cemetery
 -  City Boundary
 -  Sphere of Influence Boundary

Figure LU-2
Land Use Policy Map

Medium Density Residential (MDR) – This category provides areas for medium-density attached residential uses such as duplexes, townhomes, condominiums, and apartments, as well as single-family attached or detached homes on smaller lots. The maximum residential density allowed is 15 units per acre. The average population density is 40 persons per acre.

Additional permitted uses include public/institutional facilities, churches, schools, group homes, community care facilities, and other uses determined to be compatible with the needs of medium-density residential neighborhoods.

The maximum density may be exceeded consistent with the density bonus provisions of Section 65915 of the California Government Code.

High Density Residential (HDR) – The High Density Residential category provides opportunities for construction of detached and attached single-family homes, condominiums, townhomes, and apartments built at a maximum density of 28 units per acre. The average population density is 70 persons per acre.

Additional permitted uses include public/institutional facilities, churches, schools, group homes, community care facilities, and other uses determined to be compatible with high-density residential neighborhoods.

The maximum density may be exceeded consistent with the density bonus provisions of Section 65915 of the California Government Code.

Commercial Land Uses

To allow for diversity and flexibility in commercial development, the Land Use Policy Map provides a single commercial land use category. Zoning districts are used to differentiate among the various commercial focus areas addressed in this Element.

Commercial (C) – Commercial opportunities in La Mirada include a broad range of neighborhood retail and service, community retail, office, and freeway commercial uses intended to meet the needs of residents and businesses, as well as regional shopping demand.

The Commercial category includes sites visible from the Interstate 5 freeway corridor and along the City's major arterial streets, as well as smaller sites located within or adjacent to residential neighborhoods. Sites with freeway visibility and easy access from major roadways should support larger-scale commercial uses oriented toward meeting the needs of travelers, visitors to the City, and shoppers from throughout the region, as well as office uses. Locations within or near

residential areas are intended to support neighborhood commercial retail and service uses.

Types of uses allowed in this category include, but are not limited to: professional and administrative offices, convenience and neighborhood commercial developments, restaurants, theaters and performing arts centers, community shopping centers, community hospitals and supporting medical centers, and other retail and service uses of varying intensity. Additional permitted uses include public/institutional facilities, churches, schools, and community care facilities, consistent with zoning ordinance regulations.



The maximum permitted FAR for Commercial uses varies depending upon location. Figure LU-3 identifies FAR subareas, with corresponding FAR limits defined in Table LU-1. The zoning ordinance will continue to define FAR standards more specifically for each commercial zoning district.

Table LU-1
Commercial Subareas: FAR Limits

Subarea	Maximum FAR
Imperial Highway	1.0
Interstate 5 Corridor	1.5
All other Commercial locations	0.4

Imperial Highway Specific Plan Area – Properties with Imperial Highway frontage that are designated Commercial lie within the Imperial Highway Specific Plan boundaries. The Imperial Highway Specific Plan identifies use regulations and development/design standards unique to this corridor to achieve a higher design quality and regionally-oriented developments along this important travel corridor.

Industrial Land Uses

All industrial activity in La Mirada is concentrated along railroad lines and the freeway within the southern portion of the City. The clustering of industrial uses in this manner serves the dual purpose of segregating incompatible industrial activities from residential areas, as well as concentrating industrial and regional transportation routes away from residential neighborhoods. Moreover, the City's design criteria have resulted in industrial areas that are aesthetically pleasing.

Industrial (I) – The Industrial land use category applies to areas appropriate for most industrial uses, including manufacturing and processing, warehousing and distribution, and wholesaling. Businesses within the La Mirada industrial area are “clean” industrial uses – characterized by a lack of noxious or polluting industries. The maximum permitted FAR is 1.0.

Public Facilities

The Land Use Element provides one land use category to accommodate public facility uses, which are defined as uses directly related to a legitimate governmental or quasi-governmental activity or function.

Public and Institutional (PI) – The Public and Institutional Category provides areas throughout the City for a variety of public, quasi-public, and institutional facilities. The primary land uses permitted include:

- 1) Public buildings, including but not limited to, the Civic Center, Resource Center, public libraries, Sheriff stations, and fire protection facilities
- 2) Quasi-public facilities such as public utility facilities, water wells, and similar uses
- 3) Institutional uses, including public and private schools and Biola University
- 4) Religious institutions and related facilities

For each type of development, zoning ordinance regulations control the maximum permitted intensity of development. For uses with habitable structures, the FAR shall not exceed 0.4. Where a use does not include a habitable structure, such as a utility transformer station or water well housing, no FAR regulation applies.

Parks and Open Space

La Mirada's desirable setting at the base of rolling hills provides a natural environment for the City's system of parks and open space. Neighborhood parks are convenient to all residential neighborhoods, and the La Mirada Creek greenbelt provides recreation spots and open spaces that wind across the City and tie into La Mirada Regional Park and golf course.

Parks and Open Space (OS) – All public parks and City-owned and County-owned recreational facilities are included in the Open Space land use category. While active recreational parks represent the primary permitted use, other permitted facilities include public gymnasiums, multi-purpose community buildings, cemeteries, trail systems, child care centers for City-supported programs, public schools, similar uses of a public-serving nature, and undeveloped open

spaces. No intensity restriction applies to the Parks and Open Space category.

Land Use Compatibility

Land use compatibility is an important contributor to quality of life. Less intensive and complementary uses such as single-family residences, neighborhood parks, and elementary schools should be adjacent to one another to create cohesive neighborhoods. More intense development such as apartments and hospitals should be located near commercial areas and major arterials. Higher density housing provides market support for retail stores and can be designed in a compatible manner with commercial centers. Industrial uses in the southwest part of the City are well buffered from more sensitive uses by the railroad and freeway. Minimizing land use conflict decreases the potential for encroachment of undesirable land uses into neighborhoods, enhances the marketability of the City, and maintains the overall quality of life for residents.

Goal 1.0 Maintain a compatible mix, distribution, and intensity of complementary land uses.

Policy 1.1 Maintain a mix of residential, commercial, industrial, open space, and institutional uses appropriately located to optimize quality of life for residents in the City.

Policy 1.2 Continue to focus industrial and regional commercial uses along rail corridors and Interstate 5, away from residential neighborhoods.

Policy 1.3 Accommodate new residential and commercial development that is compatible with and complementary to established land uses.

Policy 1.4 Establish, maintain, and enforce standards that regulate property use in a manner that protects the public's health, safety, comfort, convenience, and welfare.

Community and Neighborhood Facilities

Ensuring the availability and accessibility of high-quality community and neighborhood facilities promotes a quality living environment. Neighborhood services required by residents in all areas of the City are properly dispersed throughout the community. Youngsters are able to walk to elementary schools, people of all age levels have ready access to nearby parks, and shoppers can find services without leaving



their neighborhoods. Community services are easily reached by auto or public transit. Major land uses serving residents are located near the center of the City, including the Civic Center, Resource Center, Activity Center, Biola University, La Mirada Regional Park, and the Performing Arts Center. Each landmark is a focal point of activity and lies within easy access via a major arterial or public transit.

Goal 2.0	Maintain the quality and distribution of community and neighborhood facilities for residents.
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Policy 2.1 Maintain the Civic Center's function as a community focal point, with civic and community-oriented uses adjacent to the Center.

Policy 2.2 Maintain a distribution of neighborhood services and facilities within reasonable walking distance of their respective service areas.

Policy 2.3 Build upon the multi-use character of the Civic Center and surrounding park facilities.

Commercial and Industrial Vitality

Vitality in the business sector ensures the fiscal stability of the City and supports a high level of services enjoyed by residents. Businesses provide the revenue needed to support parks and recreation programs and facilities, fund infrastructure maintenance, and provide critical life safety services. Continued viability of the business sector depends, in part, upon such factors as location and convenient access, status, attractive and well-maintained commercial and industrial districts, and the expectation that the City will respond to the needs of the business community. The vitality of the business sector is also enhanced by a diversity of industrial and commercial opportunities that provides a stable revenue stream as economic conditions change. The following policies support the City's business sector.

Goal 3.0	Promote industrial and commercial stability and vitality.
----------	---

Policy 3.1 Facilitate the continued recycling of less viable commercial and industrial uses to higher and better uses where appropriate.

Policy 3.2 Encourage a diversity of business opportunities that contribute positively toward the City's tax base.

Policy 3.3 Develop focused economic enhancement strategies for the Imperial Highway Corridor and Interstate 5 Corridor.

Housing and Neighborhood Quality

Housing and neighborhoods reflect the quality and diversity of La Mirada. Although housing production is a key component of meeting the changing needs of the community, La Mirada is a mature community where most available land has already been committed



to development. The majority of the City's housing stock has been in place since the City's incorporation in 1960. As buildings age, any hint of visual deterioration affects the value of properties and the attractiveness of neighborhoods. Also, the infrastructure supporting neighborhoods (including streets, trees, sewers and water lines) requires periodic maintenance and repair to maintain its utility and value. Ensuring ongoing preventive maintenance, the improvement of housing, and the maintenance of supporting infrastructure are important for preserving the quality of life in neighborhoods.

Goal 4.0 Preserve the character and quality of La Mirada's neighborhoods.

Policy 4.1 Encourage housing maintenance and rehabilitation, and promote removal and replacement activities where necessary to improve overall housing conditions.

Policy 4.2 Provide for a range in type, density, and price of housing to address the changing needs of community residents.

Policy 4.3 Ensure the provision of adequate public facilities and services that maintain quality of life and are convenient and appropriate to each neighborhood.

Policy 4.4 Vigorously enforce building, zoning, health, and safety codes to promote property maintenance.

Policy 4.5 Continue to provide below market housing rehabilitation loans for qualifying residents.

Redevelopment

The La Mirada Redevelopment Agency has been an active partner with business and industry since its establishment in 1973. The Agency's primary goals are to eliminate blighted conditions, revitalize the industrial area and retail centers in the City, recycle underutilized property, and increase, improve, and preserve the City's supply of affordable housing.

Goal 5.0	Stimulate the revitalization of deteriorating land uses and properties.
----------	---

Policy 5.1 Remove blighting conditions where necessary to encourage investment, establish more viable land uses, and improve the aesthetic character of districts and neighborhoods.

Policy 5.2 Develop redevelopment strategies for focused areas in the community that can benefit from economic enhancement.

Community Aesthetics

Maintaining pride in the community requires continued reinvestment in the aesthetic quality of residential neighborhoods and business districts. Community aesthetics covers a range of issues, including home maintenance, the quality of landscaping along streets, property conditions of commercial retail centers, among others. La Mirada has several commercial centers that have experienced under-investment, resulting in poor maintenance and signs of deterioration. In residential areas, isolated portions of several neighborhoods would benefit from targeted building and property maintenance. Landscaping and wall treatments along the City's major arterials could be enhanced to create a more uniform, thematic streetscape.

Goal 6.0	Achieve aesthetic enhancements citywide to distinguish La Mirada.
----------	---

Policy 6.1 Vigorously enforce building, zoning, and health and safety codes to promote property maintenance.

Policy 6.2 Continue to encourage housing and neighborhood beautification efforts.

Policy 6.3 Direct efforts at maintaining and upgrading commercial and industrial areas in La Mirada which have experienced disinvestment.

Policy 6.4 Investigate innovative and effective strategies for establishing consistent soundwall and landscaping treatments along the City's key arterial streets.

Policy 6.5 Incorporate the zoning regulations provisions that enhance property appearance, including appropriate sign regulation, quality landscape treatments, and general property development standards.

Focus Areas:
An Overview

La Mirada's well-established land use patterns appear to leave little room for change. However, as discussed in the introduction to this Element, shifts in retail and service commercial trends, needs for professional office space, and the planned widening of Interstate 5 all affect how property will be used and reused, developed and redeveloped over time. The Land Use Policy Map responds to both the City's built-out character and anticipated long-term changes that will further City objectives. Land use patterns generally will remain unchanged, particularly with regard to the City's residential neighborhoods. However, public and private investment will be applied to Focus Areas to achieve land use changes and associated economic development goals. The Land Use Plan provides planning guidance for the following Focus Areas:

- Imperial Highway Corridor
- Interstate 5 Corridor

Goals and policies presented for each Focus Area apply to properties within these Focus Areas as identified on Figure LU-3. Additionally, maximum FAR restrictions within the Commercial land use category vary within these locations, as previously identified in Table LU-1.

Imperial Highway
Corridor

Imperial Highway provides a window to La Mirada for consumers, potential businesses, and current and future City residents. Over 40,000 vehicles per day travel along this three-mile corridor through the City, many of which pass through La Mirada on the way to work. Historically, businesses along Imperial Highway have primarily served the needs of local residents. Given its strategic location, Imperial Highway offers tremendous opportunity for attracting businesses that could serve the numerous visitors and workers traveling through La Mirada every day. Enhancing Imperial Highway can also generate additional sales tax revenue for the community, serve as a major gateway into La Mirada, and further promote community pride. Commercial centers along the Highway require focused and aggressive efforts to capitalize upon their strategic location.



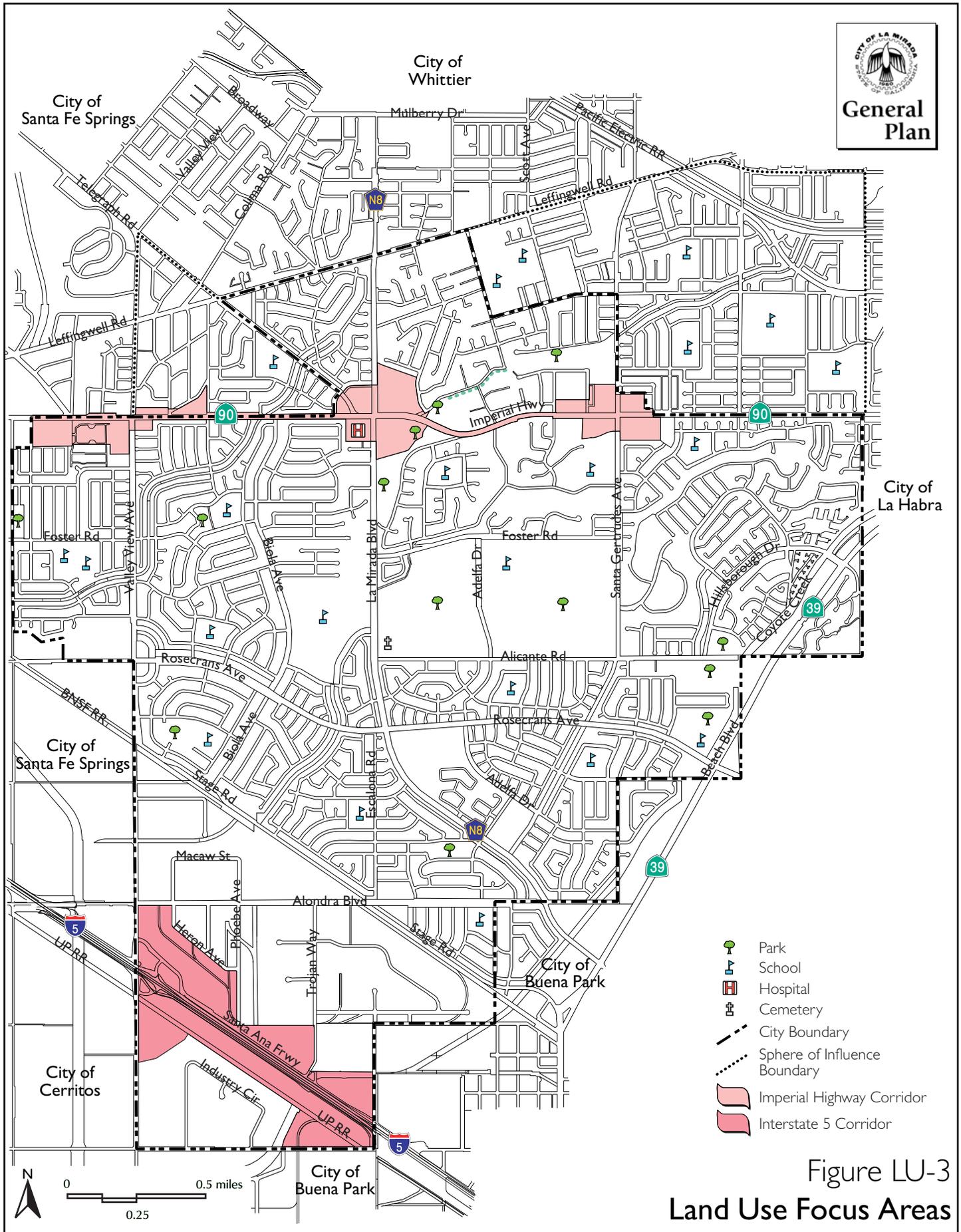


Figure LU-3
Land Use Focus Areas

Goal 7.0 Revitalize the Imperial Highway corridor.

Policy 7.1 Adopt an Imperial Highway Specific Plan to address land use, access, and design concerns of commercial properties.

Policy 7.2 Consider extending Redevelopment Agency jurisdiction to the Imperial Highway Corridor.

Policy 7.3 Establish and implement a streetscape and public property improvement plan for the corridor.

Interstate 5 Corridor

The long-anticipated widening of Interstate 5 through southern La Mirada will create new opportunities for development along this important regional travelway. The freeway eventually will include five lanes on each side through the City. The City is well-positioned to promote revitalization of industrial and commercial uses near Valley View Avenue and the Union Pacific Railroad that have long suffered from inconvenient freeway access. Working with its partners toward regionally beneficial goals, La Mirada will ensure that freeway widening delivers land use and economic benefits to the City and its residents.



Goal 8.0 Obtain positive land use and economic benefits from the widening of Interstate 5.

Policy 8.1 Site new regionally serving retail, office, hospitality, and entertainment uses at improved freeway interchanges along Interstate 5.

Policy 8.2 Remove blighted land uses along the Interstate 5 right-of-way.

Policy 8.3 Support efforts to redesign freeway ramps to improve access into La Mirada's industrial center.

Policy 8.4 Continue active coordination with partners in the Interstate 5 Consortium and the California Department of Transportation.

Policy 8.5 Lobby the California Department of Transportation to obtain right-of-way on the south side of the freeway.

Storm Water Requirements for Development Planning and Construction

New development and/or redevelopment projects will be required to incorporate post-construction Standard Urban Storm Water Mitigation Plan (SUSMP) best management practices as part of the plan check approval process. Additionally, if a project disturbs one or more acres of land, the project will be required to submit a notice of intent (NOI) to the State Water Resources Control Board and have a Waste Discharge Identification (WDID) number from the State along with an adequate Storm Water Pollution Prevention Plan (SWPPP) before plans can be approved.

Zoning and the Land Use Element

The City's zoning ordinance serves as the primary tool for implementation of land use policies contained in this Element. Under California law, the zoning ordinance must be consistent with the General Plan, meaning that each land use category must have one or more corresponding zone district, and that the development standards and land use regulations contained in the zoning ordinance must reflect the policy statements contained in the Land Use Element. While the General Plan by nature is somewhat general in its discussion of permitted land uses and development intensities, the zoning ordinance provides the specificity property owners and developers seek in identifying how particular properties can be used and developed.

Table LU-2 identifies the relationships between land use categories and zone districts. The table is based on concurrent General Plan and zoning ordinance updates completed by the City in 2003.



Table LU-2
General Plan and Zoning Ordinance Consistency

General Plan Land Use Category	Corresponding Zone Districts
Low Density Residential (LDR)	R-1 R-1-10 R-1-15 R-1-20 PUD F-Overlay A-Overlay
Medium Density Residential (MDR)	R-3 PUD F-Overlay MH-Overlay
High Density Residential (HDR)	R-4 PUD F-Overlay
Commercial (C)	C-O C-1 C-4 C-F PUD F-Overlay
Industrial (I)	M-2 PUD
Public and Institutional (PI)	All zoning districts
Parks and Open Space (OS)	O-S PUD F-Overlay

Implications of
Land Use Policy

Over time, as property owners redevelop sites within the focus areas – and generally, as changes in land use or land use intensity occur citywide consistent with the Land Use Element – the overall distribution of land uses will shift. Table LU-3 summarizes the distribution of planned land uses and Table LU-4 presents the corresponding levels of development anticipated to result from implementation of land use policy pursuant to the Land Use Policy Map, and the goals and policies contained in this Element.

Table LU-3
General Plan Land Use Distribution

Land Use Category	Acres					
	City	Pct.	Sphere	Pct.	Planning Area	Pct.
Low Density Residential (LDR)	2,079	54.1	574	74.5	2,652	57.5
Medium Density Residential (MDR)	98	2.6	5	0.6	103	2.2
High Density Residential (HDR)	87	2.3	40	5.2	127	2.8
Commercial (C)	304	7.9	17	2.2	322	7.0
Industrial (I)	659	17.2	0	0.0	659	14.3
Public and Institutional (PI)	293	7.6	133	17.5	426	9.2
Parks and Open Space (OS)	322	8.3	0	0.0	322	7.0
TOTAL	3,841	100.0	770	100.0	4,611	100.0

Table LU-4
Land Use Capacity and Population Projections

Land Use Category	City Subtotal				Sphere of Influence				Planning Area Total						
	Net Acres	Avg Density / FAR	Potential Dwelling Units	Potential Square Feet (KSF)	Population *	Net Acres	Avg Density / FAR	Potential Dwelling Units	Potential Square Feet (KSF)	Population *	Net Acres	Avg Density / FAR	Potential Dwelling Units	Potential Square Feet (KSF)	Population *
Low Density Residential (LDR)	2,079	6 du/ac	11,952		37,752	574	6 du/ac	3,298		10,417	2,652	5 du/ac	15,250		48,169
Medium Density Residential (MDR)	98	13 du/ac	1,240		3,916	5	13 du/ac	66		208	103	13 du/ac	1,305		4,124
High Density Residential (HDR)	87	22 du/ac	1,914		6,046	40	22 du/ac	890		2,812	127	22 du/ac	2,804		8,858
Commercial (C)															
Imperial Hwy Focus Area	92	0.6:1 FAR		2,408							92	0.6:1 FAR		2,408	
Interstate 5 Focus Area	112	0.7:1 FAR		3,414							112	0.7:1 FAR		3,414	
All other areas	100	0.3:1 FAR		1,309		17	0.3:1 FAR	227			118	0.3:1 FAR		1,537	
Industrial (I)	659	0.5:1 FAR		14,343							659	0.5:1 FAR		14,343	
Public and Institutional (PI)	293	0.25:1 FAR		3,189		133	0.25:1 FAR		1,452		426	0.25:1 FAR		4,641	
Parks and Open Space (OS)	322	N/A									322				
TOTAL	3,841		15,106	24,664	47,713	770		4,254	1,680	26,344	4,611		19,360	26,344	61,150

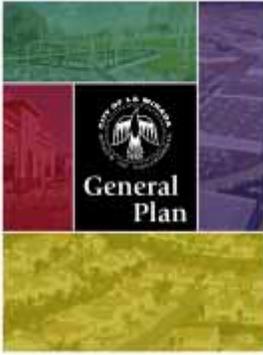
* The build-out population projections presented in this table are based on the projected number of dwelling units that can be accommodated, and Census 2000 persons per household (PPH) factor for La Mirada, which is 3.21. A residential vacancy rate of 1.6 percent is also assumed, per Census 2000. The 2000 Census population of La Mirada was 46,783. The Southern California Association of Governments has projected La Mirada's population to be 50,511 persons in 2005; 52,274 persons in 2010; 55,219 persons in 2015; and 58,700 in 2020.

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TABLE OF CONTENTS

Introduction to the Economic Element.....	1
Scope and Content of the Economic Element.....	1
Important Terms and Concepts	3
Redevelopment.....	3
Redevelopment Project Area.....	3
Property Tax-Increment Financing	3
Redevelopment Set-Aside Funds	3
Eminent Domain.....	3
La Mirada Business Survey.....	4
Economic Plan.....	5
Challenges the City Faces.....	5
Plans to Meet These Challenges – The Priorities.....	6
Economic Revitalization Target Areas.....	6
Neighborhood Commercial Target Areas.....	8
Community Commercial Target Areas.....	8
Freeway Commercial Target Areas.....	8
Office Commercial Target Areas.....	8
A Fiscally Stable Community.....	9
Increased Diversity of Industrial Uses.....	9
Business Retention and Expansion.....	10
Zoning and Code Enforcement	10
 List of Tables	
E-1 Target Areas and Zoning Ordinance Consistency.....	8
 List of Figures	
E-1 Commercial Revitalization Focus Areas.....	7

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ECONOMIC ELEMENT

An effective economic element will establish a consistent set of policies which provide general direction on how the community can focus resources to retain local businesses, attract new industries, support the tax base, and sustain the ability to provide public services for current and future residents.
-- California General Plan Guidelines

INTRODUCTION

The business community has played an important role in establishing La Mirada's quality living environment. One of the City's continuing goals has been to maintain and enhance the appeal of business and commercial areas. A productive business climate and sound fiscal base have resulted from these efforts. Industry, the City, and City residents all enjoy the positive effects.

Scope and Content of the Economic Element

Although State planning regulations do not require consideration of economic and fiscal effects of land use policies in a separate General Plan Element, the City has always realized the necessity to consider the economic implications of its decisions. Therefore, this Economic Element is included in the General Plan.

The Economic Element summarizes challenges facing the continued success of the business environment. These challenges include competition from neighboring jurisdictions, lack of available land for new or expanded commercial development, and the aging of commercial centers within the City. Also, the mix of retail, service, and entertainment uses within the centers fails to meet the City's goal to balance uses and respond to local commercial needs.

In response to these challenges, the Element establishes priorities for future economic development, identifies target locations for economic revitalization, and sets forth goals and policies that build upon the City's strong economic base and capitalize



on available growth opportunities. The Economic Element also provides additional support for policies in the Land Use Element that promote aesthetic improvement of commercial land use areas, particularly those located along Imperial Highway.

The principal implementation tools of the Economic Element remain redevelopment, code enforcement, and adherence to the City's zoning ordinance. The General Plan Implementation Program provides specific actions designed to address the issues discussed in the Element.



IMPORTANT TERMS AND CONCEPTS

Economic development can involve the use of City-sponsored redevelopment activities. State redevelopment law contains specific language and terms that are defined here to assist the reader.

Redevelopment	<p>Redevelopment refers to improvement through planning, development, redesign, clearance, reconstruction, or rehabilitation of all or part of a project area with the use of public funds and actions, including property tax assessment.</p> <p>Redevelopment activities in La Mirada are administered by the La Mirada Redevelopment Agency. The Agency has been an active partner with businesses and industry in the City since it formed in 1973. The primary goals of the Agency are to eliminate blight and blighted conditions, revitalize the industrial area and various retail centers within the City, recycle underused property, and increase and preserve the City's supply of affordable housing.</p>
Redevelopment Project Area	<p>A Redevelopment Project Area refers to an area within the City where the Redevelopment Agency is authorized to make findings of blight, complete a redevelopment plan, and utilize tax-increment financing to complete redevelopment projects.</p>
Property Tax-Increment Financing	<p>Property tax-increment financing is a funding mechanism created by State law to finance redevelopment activities. The amount of money allocated to the redevelopment agency in a city is equal to the difference between property taxes in a given year and property taxes generated in the "base year" in which the redevelopment plan was adopted, allowing for a maximum two percent annual increase, less any mandated "pass-throughs" to other government entities.</p>
Redevelopment Set-Aside Funds	<p>Sections 33334.2 and 33334.6 of the California Health and Safety Code require redevelopment agencies to set aside 20 percent of the tax increments to a special Low and Moderate Income Housing Fund (Low/Mod Fund). The Low/Mod fund must be used to "increase, improve, and preserve the community's supply of low and moderate income housing" within territorial jurisdiction of the agency (Section 33334.3[c]).</p>
Eminent Domain	<p>Eminent domain refers to the authority of a government agency to take or to authorize the taking of private property for public use. Property owners must be compensated when property is taken under eminent domain.</p>

La Mirada
Business Survey

The La Mirada Business Survey is distributed in even-numbered years to local businesses for the purpose of obtaining information about the environment in which they conduct business. The survey is designed to gather specific information about businesses and steps the City or Redevelopment Agency may take to improve La Mirada as a place to do business.



ECONOMIC PLAN

La Mirada's economic strength lies in the industrial businesses that occupy about 17 percent of the land area in the City. Most of the industrial uses lie within the southern one-third of the City, separated from residential neighborhoods by Stage Road and a major rail right-of-way. Properties designated and used for industrial purposes are highly accessible to cars and trucks and are served by railroads and Interstate 5. The City has been able to maximize the attractiveness of this area while minimizing impact on the community. This large, exclusive, and well-developed area affords economic advantages to those located within it. Room is available for plant expansion and for assembling land for future development. These combined factors make La Mirada's industrial area a strong candidate for continued growth and economic success.

The City enjoys a very strong nonretail sales base. While the retail sales base is weaker, it could be improved through targeted actions by the City and Redevelopment Agency.

Challenges the City Faces

Specifically, the City faces several challenges in its continued economic development efforts:

Major Commercial Centers in Neighboring Communities: La Mirada lacks a major commercial center. Large value-oriented retail outlets in neighboring communities present severe competition for smaller retail centers. Lack of land and sites for a major retail center places the City at a disadvantage.

Land and Sites for Retail Expansion: Little vacant land is available for further development of established retail centers. Furthermore, many retail centers are surrounded by single-family and multi-family residential neighborhoods, making center expansion difficult.

Aesthetic Appearance of Retail Centers: Commercial centers citywide show signs of aging and deferred maintenance, making difficult the recruitment of high-end retail tenants due to perceived obsolescence of the centers. Many centers have multiple owners, resulting in inconsistent property maintenance and challenges to property assembly into larger units more attractive to potential tenants. The blighted condition of many of the City's commercial centers is not a good fit with the City's high-end industrial properties and quality housing stock.

Local Commercial Uses Desirable to Residents: City residents have a relatively high median household income. Many shop outside the City in more modern commercial centers.

Non-Retail Uses Within Commercial Centers: Many commercial centers have large concentrations of office and service tenants relative to retail tenants. This reduces potential sales tax revenue for the City.

Plans to Meet These Challenges – The Priorities

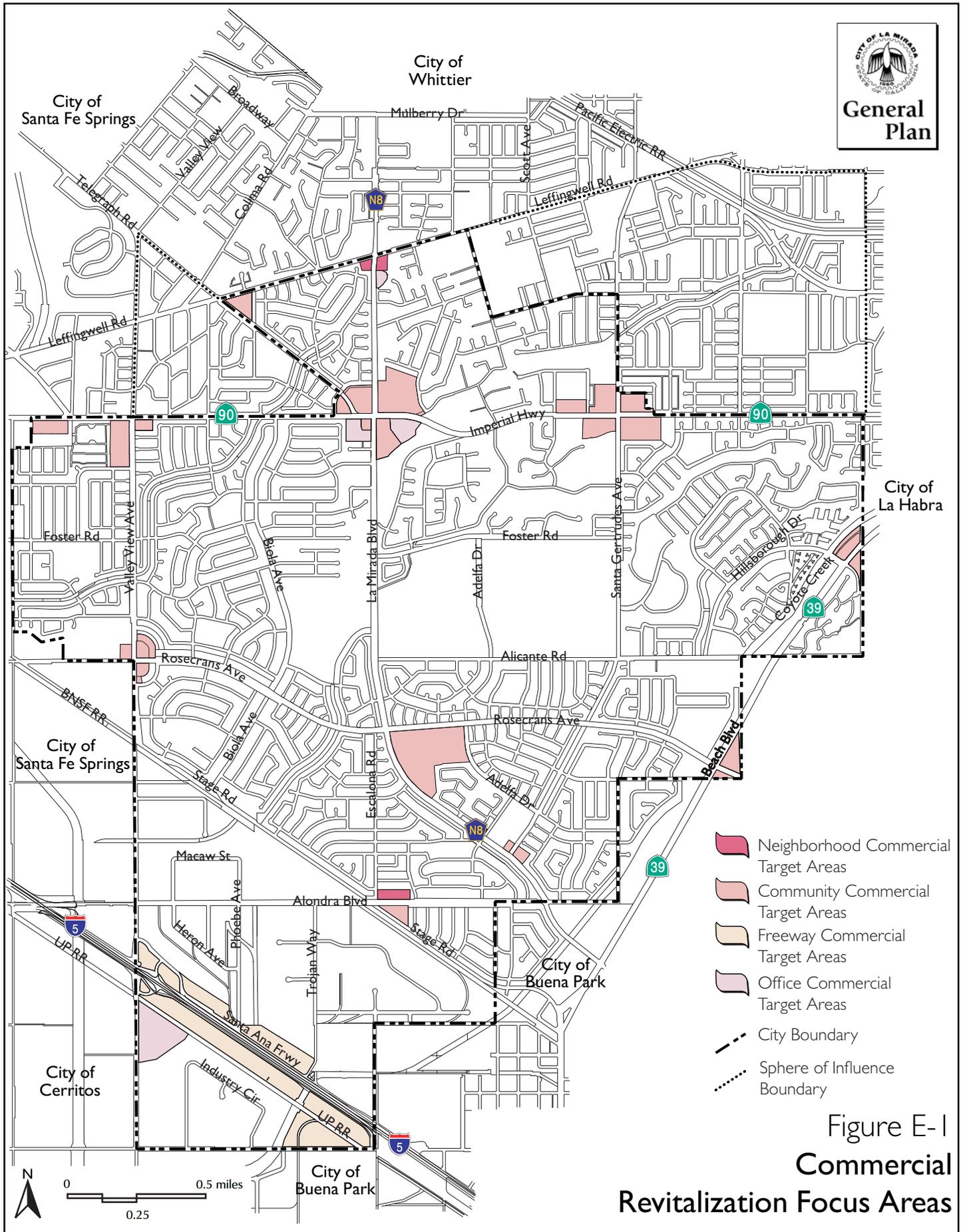
The City's economic target areas, goals, and policies respond to known challenges. Economic development efforts will focus on:

- 1) Revitalizing commercial centers to improve their physical appearance and to attract uses that contribute to the City's tax base
- 2) Diversifying uses within high-visibility areas, particularly within the Interstate 5 corridor
- 3) Continuing to accommodate a broad range of industrial uses, and responding quickly as technology and products change over time
- 4) Using available land-use regulatory tools to enhance all business areas

Economic Revitalization Target Areas

The plan for economic revitalization targets the following four types of commercial development within the areas identified in Figure E-1. Most areas lie within a Redevelopment Project Area. Thus, the Redevelopment Agency may be able to use its authority to work toward City revitalization objectives.





Neighborhood Commercial Target Areas – These target areas are suitable for low-intensity retail commercial activities oriented to surrounding residential neighborhoods. Uses typically include small pedestrian-oriented retail and service businesses as stand-alone buildings or within small shopping centers. Neighborhood Commercial areas are designed to minimize impacts on adjacent areas through site design and access, parking, landscaping, and lighting standards.

Community Commercial Target Areas – These areas, located along arterial roadways, are appropriate for a wide range of retail and service uses that meet the present and prospective needs of the community as a whole. Community Commercial areas are designed to be attractive, compatible with adjacent residential land uses, and easily accessible without disrupting traffic flows through the community. Most properties within the Imperial Highway Specific Plan Area are Community Commercial target areas.

Freeway Commercial Target Areas – These areas are appropriate for large and intense commercial, service, and office uses adjacent to Interstate 5. Freeway Commercial uses serve the entire community, as well as customers from outside the City traveling on the freeway.

Office Commercial Target Areas – These areas are suitable for professional services offices and business activities involving relatively low volumes of direct consumer contact. Office Commercial areas also serve as buffers between residential areas and more intense commercial or industrial development.

The City's Zoning Ordinance establishes four zoning districts to implement the target area approach to economic development. Other target areas are within Planned Unit Developments (PUDs). Corresponding zoning districts for each target area are listed in Table E-1.

Table E-1
Target Areas and Zoning Ordinance Consistency

Target Area	Corresponding Zone Districts
Neighborhood Commercial	C-1 PUD
Community Commercial	C-4 PUD
Freeway Commercial	C-F
Office Commercial	C-O PUD

In addition to implementing the target area strategy, the City will make economic development decisions relative to the following issues in accordance with the goals and policies contained in this Element.

A Fiscally Stable Community

La Mirada residents enjoy high median incomes, and the City's early planning initiatives, community spirit, low crime rate, excellent industrial growth, and favorable business climate have all contributed to the fiscal success of La Mirada. These resources are projected to continue as the City continues to attract and retain point-of-sale industries within the industrial corridor south of Stage Road and along Interstate 5. This atmosphere creates confidence for potential investors seeking long-term commitments in the City.

Goal 1.0 Continue to achieve fiscal stability through a diversified tax base.

Policy 1.1 Continue to pursue and retain commercial and industrial businesses which generate sales tax from sales to local and regional consumers.

Policy 1.2 Develop redevelopment strategies for focused areas in the community that can benefit from economic enhancement.

Policy 1.3 Encourage diversification of businesses to support the local economy and provide a stable revenue stream.

Policy 1.4 Promote La Mirada as a business-friendly community.

Increased Diversity of Industrial Uses

La Mirada's industrial sector has been responsible for providing a significant portion of revenues used to fund City services and ensure the long-term fiscal stability of the community. Conversion of the former Ford Motors staging area into a business park has led to increased



diversity of industrial uses within the City. Conversion of this area has also created a substantial number of new jobs and an increase in sales tax and redevelopment revenues for the City. Future redevelopment and enhancement efforts south of the rail line and identification of tax-producing opportunities remain priorities for the City's economy.

Goal 2.0 Maintain a healthy industrial sector.

Policy 2.1 Encourage diversification of industrial business opportunities to ensure long-term stability of the City's tax base.

Policy 2.2 Capitalize on economic opportunities and benefits resulting from widening Interstate 5.

Policy 2.3 Target key industries for location in the industrial sector to promote a balance of business opportunities.

Policy 2.4 Attract businesses that expand employment opportunities at all skill and wage levels.

Business Retention and Expansion

Maintaining La Mirada's healthy industrial and commercial base while accommodating new business opportunities represents a primary economic development objective. Industrial businesses provide a variety of jobs and provide sales tax revenue that furthers the City's goals for fiscal stability. Commercial businesses provide goods and support services for City residents and local businesses. The La Mirada Theatre Center and other neighborhood centers provide services to community residents. Providing an environment conducive to business is an important component of the overall economic strategy.

Goal 3.0 Attract and retain key businesses that support the community.

Policy 3.1 Maintain a strong marketing program that promotes La Mirada as a desirable place to conduct business.

Policy 3.2 Attract local and regional commercial uses desirable for residents.

Policy 3.3 Institute aggressive programs to retain established, viable industrial and commercial businesses.

Zoning and Code Enforcement

Zoning and code enforcement work to articulate land use and community aesthetic goals. The blighted condition of many commercial centers is not a good fit with the City's image. Zoning and code enforcement can be used effectively to improve these commercial centers and attract the types of businesses desired by residents.

Goal 4.0	Rehabilitate and improve commercial centers.
----------	--

Policy 4.1 Vigorously enforce City codes, including building, zoning, and health and safety codes to promote property maintenance.

Policy 4.2 Encourage rehabilitation and modernization of shopping centers and commercial centers to present a more coherent business image.

Policy 4.3 Establish architectural and design standards to ensure consistency and quality of building design, facades, signage, and landscaping.

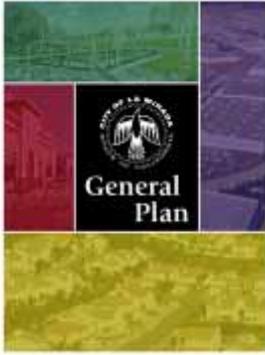


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TABLE OF CONTENTS

Introduction to the Circulation Element	1
Scope and Content of the Circulation Element.....	1
Important Terms and Concepts	3
Level of Service	3
Transportation Demand Management.....	4
Intelligent Transportation Systems.....	4
Street/Highway Classifications	4
Bicycle Path Classifications.....	6
Related Plans and Programs.....	7
Regional Transportation Plan.....	7
Interstate 5 Consortium	8
Air Quality Management Plan	8
Circulation Plan.....	9
Circulation Master Plan.....	9
Accommodating Vehicles on the Local Street System.....	9
Freeway Considerations.....	12
Alternative Transportation.....	13
Bicycle Routes.....	13
Pedestrian Routes	13
Public Transit	13
Air Transportation.....	15
Rail Circulation.....	16
Telecommunications Infrastructure.....	17
List of Tables	
C-1 Level of Service (LOS).....	3
List of Figures	
C-1 Street Classifications	5
C-2 Circulation Master Plan.....	10
C-3 Bicycle and Trails Master Plan	14

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CIRCULATION ELEMENT

The circulation element is not simply a transportation plan. It is an infrastructure plan addressing the circulation of people, goods, energy, water, sewage, storm drainage, and communications.
-- California General Plan Guidelines

INTRODUCTION

La Mirada has a well-developed circulation system consisting of arterial roadways and local streets. These connect all parts of the City and provide for efficient, safe, and convenient traffic movement with minimum disruption to residential neighborhoods. Other modes of transportation also integrated into the City's circulation system include bikeways and pedestrian walkways that provide alternatives to the automobile. The City operates a successful Dial-A-Ride service to supplement local public transit resources. Additionally, railroad lines and Interstate 5 serve the needs of the industrial area of the City.

This Circulation Element emphasizes the maintenance of a balanced multi-modal transportation system for the City that responds to demand of current and planned land uses, as set forth in the Land Use Element.

Scope and Content of the Circulation Element

The State General Plan Guidelines suggest that Circulation Element policies and plans:

- Coordinate transportation and circulation systems with planned land uses
- Promote the safe and efficient transport of goods and the safe and effective movement of all populations
- Make efficient use of existing transportation facilities

The circulation system should accommodate the level of traffic generated by current and future development, both in terms of distribution and intensity. This Circulation Element addresses the City's anticipated future transportation and circulation needs in the context of the following topics:

- Local Street System
- Freeway Considerations
- Alternative Transportation
- Rail Circulation
- Telecommunications Infrastructure

Telecommunications represent a vital component of the circulation system in that people can use telecommunications facilities to “move” themselves to locations without a vehicle. By substituting teleconferencing and telecommuting for work trips, people can effectively reduce the number of cars on the local and regional road networks.



IMPORTANT TERMS AND CONCEPTS

The definitions below highlight key technical terms used in this Element to discuss traffic and transportation issues.

Level of Service Level of Service, or LOS, describes the efficiency and quality of traffic operations. Six categories of LOS — the letter designations A to F — are used to identify traffic conditions, with LOS A representing excellent conditions and LOS F representing extreme congestion. The LOS designations correspond to volume-to-capacity (V/C) ratios calculated for roadways. For example, a roadway that carries 16,000 vehicles per day, with the capacity to accommodate 20,000 vehicles per day, has a V/C of 0.80.

Table C-1 shows V/C ranges and the corresponding LOS, with a description of actual traffic conditions associated with each V/C range and LOS for signalized intersections.

Table C-1
Level of Service (LOS)

Level of Service	Description of Traffic Conditions	Volume-to-Capacity Ratio
A	Very short delay due to random arrival of vehicles during red light.	0.0 to 0.60
B	Short delay of 5.1 to 15.0 seconds per vehicle.	0.61 to 0.70
C	Stable flow, delays of 15.1 to 25.0 seconds per vehicle. Some waiting vehicles may fail to go through the intersection before the green light turns red.	0.71 to 0.80
D	Average vehicle delay is 25.1 to 40.0 seconds. Congestion becomes more noticeable. Many vehicles are required to stop at the signal.	0.81 to 0.90
E	Unstable traffic flow, with an average vehicle delay of 40.1 to 60.0 seconds (generally perceived as the limit of acceptable delay). Most vehicles are required to wait at least one traffic signal cycle.	0.91 to 1.00
F	Traffic volumes exceed roadway design capacity, resulting in forced flow, jammed intersections, long delays, and two-cycle signal waits. Average vehicle delay exceeds the acceptable 60 seconds per vehicle.	Above 1.00

Transportation Demand Management

A population's travel behavior strongly affects roadway congestion and peak-hour traffic in particular. The typical 8:00 a.m. to 5:00 p.m. work week puts millions of people onto the same roadways during the same work commute hours. Transportation Demand Management, or TDM, represents one approach to modifying travel behavior, especially in the area of home-to-work trips. Many TDM strategies focus on increasing interest in alternative modes of transportation for work commutes, as well as developing other alternatives designed to manage, manipulate, and maximize the use of existing transportation facilities. Examples of such strategies include subsidies that encourage public transit or vanpool ridership and preferential parking for carpoolers.

Intelligent Transportation Systems

Intelligent Transportation Systems, or ITS, provide alternate strategies to cities facing traffic congestion problems that cannot be resolved with roadway capacity enhancements such as roadway widening and lane restriping. The application of ITS technology allows a city to control traffic by using advanced computer and communication technologies, such as timed signal system technologies. These systems reduce travel times, vehicle delay, and overall congestion by reducing the number of delays and stops at intersections, thereby improving traffic flow and enhancing system operations, monitoring, and control. Additional benefits accrued from the application of ITS include safety and traveler information. Monitoring systems such as cameras filming high-congestion areas provide opportunities for information technologies and dissemination, such as live feed into closed-circuit television.

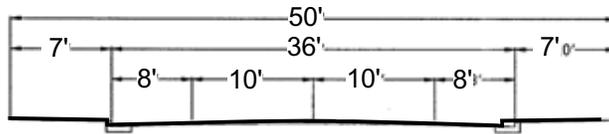
Street/Highway Classifications

La Mirada has designated roadways according to function, illustrated in Figure C-1. The public street system consists of the three roadway classifications.¹ These classifications are:

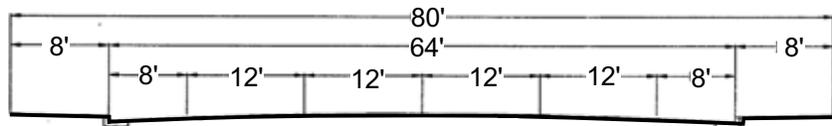
- Major Arterials - Major Arterial roadways provide an 84-foot curb-to-curb width within a 100-foot right-of-way. These geometrics allow for a four-lane divided street with a capacity up to 40,000 to 60,000 vehicles per day. (This classification is the same as Los Angeles County's Major Highway classification. From a function and design perspective, these two terms describe the same type of roadway since roadway infrastructure has been constructed to County standards.)
- Minor Arterials - Minor Arterial roadways provide a 64- to 68-foot curb-to-curb width within an 80- to 88-foot right-of-way. These geometrics allow for either a four-lane divided street (similar to a Principal Arterial) or a four-lane undivided

¹ The City's classification system corresponds to the system adopted by the Federal Highway Administration (FHWA) in the following manner, with the City's nomenclature indicated first: Major Arterial = Major Highway and Minor Arterial = Secondary Highway. The FHWA hierarchy does not include local streets.

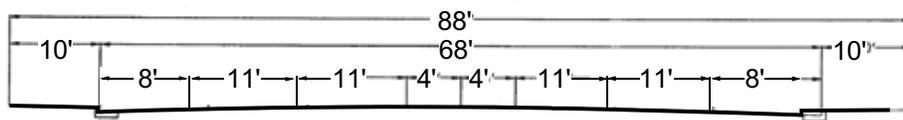
LOCAL
(2 LANES, UNDIVIDED WITH PARKING)



MINOR ARTERIAL
(4 LANES, UNDIVIDED WITH PARKING)



MINOR ARTERIAL
(4 LANES, DIVIDED WITH PARKING)



MAJOR ARTERIAL
(4 LANES, DIVIDED WITH PARKING)

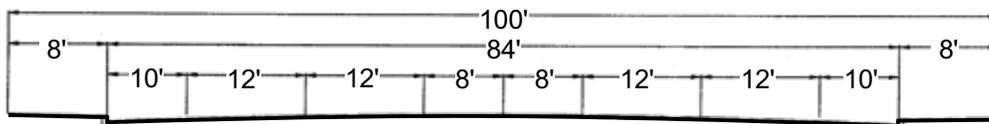


Figure C-1
Street Classifications

roadway with a capacity up to 40,000 vehicles per day. (This classification, from a function and design perspective, is the same as the County's Secondary Highway classification.)

- Local Street - Local streets are two-lane undivided roadways designed to serve local circulation, with traffic characterized by low volumes of vehicles traveling at slower speeds. Generally, a local street is not intended to handle through traffic. This classification provides a 36-foot curb-to-curb width within a 50-foot right-of-way, although the geometrics may vary for local streets in hillside neighborhoods or neighborhoods established before the 1940s.

While Interstate 5 is not a part of the City's roadway classification system, it represents an essential component of La Mirada's circulation system. Interstate 5 carries high volumes of traffic throughout Southern California, allowing industrial and commercial businesses in the City to easily move goods to regional markets. The planning, design, construction, and maintenance of freeways in California is the responsibility of the California Department of Transportation (Caltrans).

Bicycle Path Classifications

Bicycle travel is accommodated either on or separate from the local road network. Caltrans has established three bicycle path classifications adopted by many public transportation agencies and cities.

- Class I - Bicycle paths with exclusive rights-of-way intended to serve cyclists with the safest means of travel.
- Class II - Bicycle lanes along the curb lane of a street or highway. The path provides for one-way travel and is generally delineated with special striping and signage.
- Class III - Bike routes for shared use with pedestrian or motor vehicle traffic. Signs are posted which indicate that the road also serves as a bike route, although no special striping is provided for cyclists.

RELATED PLANS AND PROGRAMS

La Mirada is part of a large metropolitan area and of necessity, must integrate its local street system with existing and planned regional systems. Transportation planning and management require cooperation and coordination among many state, county, and regional agencies. Relevant agencies include Caltrans, the Los Angeles County Metropolitan Transportation Authority (MTA), the Southern California Association of Governments (SCAG), and the South Coast Air Quality Management District (SCAQMD), which addresses air quality issues associated with vehicle traffic. These agencies have federal and State mandates to adopt transportation-related programs that affect La Mirada (and other jurisdictions throughout the area).

Regional Transportation Plan

The Regional Transportation Plan (RTP) is a component of the Regional Comprehensive Plan and Guide prepared by SCAG to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RTP, which SCAG periodically updates to address changing conditions in the Southland, has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The RTP sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility. RTP goals relevant to La Mirada include:

- Improving the levels of service for the movement of people and goods
- Ensuring that transportation investment provides the greatest possible mobility benefit
- Serving the transportation needs of everyone
- Developing regional transportation solutions that complement subregional transportation systems and serve the needs of cities and communities

In recognition of the close relationship between the traffic and air quality issues, the assumptions, goals, and programs contained in the Plan parallel those used to prepare the Air Quality Management Plan.

Interstate 5 Consortium Interstate 5 bisects La Mirada's industrial area near the southern City limit. The freeway provides residents and businesses with excellent access to San Diego County, Orange County, and the greater Los Angeles metropolitan area. Interstate 5 represents the principal north-south travelway through Southern and Northern California. As metropolitan areas have grown, I-5 has been improved along key stretches to accommodate additional traffic. La Mirada participates in the I-5 Consortium, which is composed of area cities working with Caltrans to modernize and increase the capacity of I-5 through south Los Angeles County.

Air Quality Management Plan The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a non-attainment area. (A nonattainment area is a geographic area identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting state or federal standards for a given pollutant.) The plan must outline specific programs and strategies — and timelines — for bringing the area into compliance with national and/or state air quality standards.

The Air Quality Management Plan prepared by the SCAQMD, first adopted in 1994 and updated on a three-year cycle, contains policies and measures designed to achieve federal and state standards for healthier air quality in the South Coast Air Basin. Many of the programs address circulation improvements, since fossil-fuel-powered vehicles account for more than 60 percent of the NO_x emissions and 70 percent of the carbon monoxide emissions within the basin.

CIRCULATION PLAN

La Mirada is a community with a well-defined street system. This system of arterial roadways and local streets has limited opportunity to expand or to accommodate increased traffic resulting from growth outside of La Mirada as well as within the City. Much of the traffic growth over the long term will result from regional growth, given that General Plan land use policy provides for only a modest level of new development in the City. Thus, the Circulation Plan sets forth goals and policies to: 1) ensure the street system accommodates future traffic levels; 2) address and plan for potential impacts resulting from the I-5 expansion; 3) encourage increased use of alternative modes of transportation; 4) plan for safe and efficient rail traffic; and 5) promote traffic safety.

Circulation Master Plan

The Circulation Master Plan, Figure C-2, identifies the arterial roadways and local streets that comprise La Mirada's circulation system.

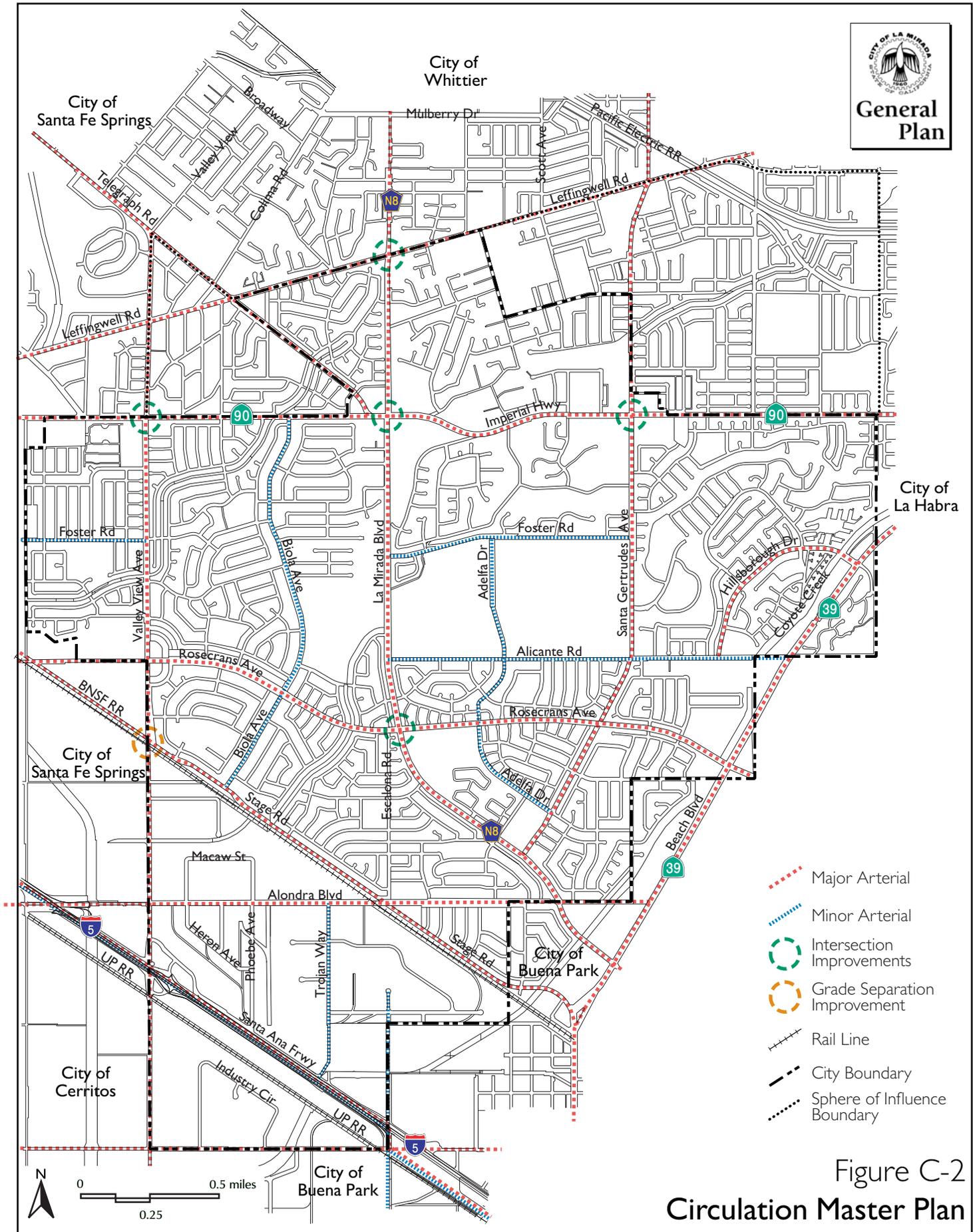
Accommodating Vehicles on the Local Street System

As described in the Terms and Concepts section of this Element, La Mirada's road system includes the following three roadway classifications: Major Arterial, Minor Arterial, and Local Street. As Figure C-2 shows, the Major Arterials – Alondra Boulevard, Artesia Boulevard, Beach Boulevard, Firestone Boulevard North, Hillsborough Drive, Imperial Highway, La Mirada Boulevard, Leffingwell Road, Rosecrans Avenue, Santa Gertrudes Avenue, Telegraph Road, and Valley View Avenue – provide access to virtually all areas of the community.

The Minor Arterials supplement the major circulation system. These include Adelfa Drive, Alicante Road, Biola Avenue, Firestone Boulevard South, Foster Road, Knott Avenue, Marquardt Avenue, Stage Road, and Trojan Way. These streets function as collector streets by moving cars from residential neighborhoods to the Major Arterials. The arterial street network provides an efficient flow of traffic to places of importance while protecting residential neighborhoods.

The Circulation Master Plan (Figure C-2) does not provide for any new streets or significant modifications to the street system. Minor improvements needed to maintain good traffic flow include the following:

- Completing the road/railroad grade separation at Valley View Avenue and Stage Road (see Figure C-2)



- Increasing intersection capacity at key locations (see Figure C-2) by both physical improvements, where feasible, and installation of intelligent transportation system (ITS) improvements

As regional traffic growth places more vehicles on the City's Major Arterials, over time the need may arise to increase the number of travel lanes on La Mirada Boulevard and Rosecrans Avenue, within the designated 100-foot right-of-way. The City will monitor conditions and only consider such improvements when needed.

Local roadways in the City must provide safe and convenient access to shopping, schools, recreation, and business centers. Planning for safe and convenient roadways includes consideration of the intensity of use and condition of the roadways. Streets must be periodically repaired and rehabilitated to maintain their performance. Aware of the substantial capital investment of public roads, the City has implemented a comprehensive street maintenance program designed to maintain streets in optimum condition, and has completed an infrastructure assessment study to determine future roadway deficiencies.

The City has designated a number of streets as truck routes to ensure the orderly movement of commercial vehicles carrying goods and materials through the community. Truck routes include Artesia Boulevard, Beach Boulevard, Firestone Boulevard North, Firestone Boulevard South, Imperial Highway, Leffingwell Road, Telegraph Road, and Valley View Avenue. The truck routes in La Mirada connect with truck routes in adjacent cities to form an integrated surface street network for the movement of trucks. These routes may change over time in response to shifts in regional truck travel patterns.

Goal 1.0	Ensure that the City's local and arterial street system operates efficiently and is well-maintained.
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Policy 1.1	To the extent feasible, maintain traffic flows at nonresidential signalized intersections at Level of Service "E". Maintain Level of Service "D" in residential neighborhoods.
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Policy 1.2	Increase intersection capacity and traffic flow by using intelligent transportation signal (ITS) system improvements.
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- Policy 1.3 Monitor traffic volumes on arterial roadways on a regular basis, and consider adjustments to the system as needed to achieve Level of Service goals. In particular, consider the future need to modify La Mirada Boulevard and/or Rosecrans Avenue to provide six travel lanes.
- Policy 1.4 Continue to implement capital improvement programs to ensure maintenance and rehabilitation of local streets.
- Policy 1.5 Cooperate with surrounding jurisdictions and other responsible agencies to provide efficient traffic management along Imperial Highway, Beach Boulevard, and other regional routes.

Freeway Considerations

The regional transportation system includes freeways and state and county highway thoroughfares that provide City residents and the business community with access to the greater Los Angeles area and points beyond. La Mirada benefits from ready access to the Interstate 5, as well as State Highway 91 (Artesia-Riverside Freeway), located just to the south.

Since the late 1980s, Caltrans has incrementally widened I-5 through northern Orange County to accommodate traffic growth and improve the condition of one of California's oldest freeways. Long-range plans to extend the widening/improvement project through La Mirada will directly impact the City, both in terms of freeway access/capacity and the effect on businesses along I-5.

La Mirada stands to benefit from improved access and enhanced operations. Congested conditions at the Valley View interchange and awkward access and flow along North and South Firestone Boulevards can be alleviated. Commercial businesses along both sides of I-5 will receive better visual exposure. As described in the Land Use and Economic Elements, the City will work with the I-5 Consortium and Caltrans to maximize the circulation and land use benefits resulting from I-5 improvements.

Goal 2.0	Achieve a safe and efficient freeway system.
----------	--

- Policy 2.1 Work closely with Caltrans' to ensure that Interstate 5 improvements do not adversely impact mobility along the City's connecting arterial system.
- Policy 2.2 Support Caltrans' efforts to improve interchanges along Interstate 5 at Valley View Avenue and Alondra Boulevard to improve access to La Mirada's business sector.

Alternative Transportation	<p>Alternative transportation modes offer an option for travel without the use of a private automobile. Alternative transportation modes include:</p> <ul style="list-style-type: none"> • Bicycles • Walking • Public Transit • Air Transportation
Bicycle Routes	<p>La Mirada has adopted a Master Plan of Bikeways that includes over 14 miles of bicycle lanes along streets (Class III) and dedicated multi-use trails (Class I). Figure C-3 illustrates the City's bicycle and trails master plan.</p> <p>To a large extent, the City's Master Plan of Bikeways is consistent with the Los Angeles County MTA Regional Bikeway Master Plan. However, the MTA plan designates Imperial Highway as a proposed Regional Bikeway. The City prefers a Rosecrans Avenue alignment for the principal east-west regional bikeway crossing through the City, due to the high traffic volumes and adjacent uses associated with Imperial Highway. For these reasons, Imperial Highway is not recommended as a bikeway in the City's Master Plan.</p> <p>As discussed in the Open Space and Conservation Element, plans for the Coyote Creek Bikeway - traversing La Habra, La Mirada, Fullerton, and Buena Park - will provide a Class I facility over a ten-mile or more length. Bikeways, in addition to serving as viable modes of transportation, provide valuable and welcome recreation opportunities.</p>
Pedestrian Routes	<p>To enhance pedestrian movement within the community, sidewalks must be provided in new developments. The City is committed to a multi-year program of installing handicapped access ramps at locations throughout the community. The sidewalk system in La Mirada will continue to be maintained at a high level to ensure pedestrian safety.</p>
Public Transit	<p>Public transit helps reduce congestion, improves the efficiency of the street system, has the long-term benefit of improving air quality, and can be designed to meet special needs of residents. An effective public transportation system must include convenient pick-up and drop-off locations, safe and well-lighted stops, a wide range of routes that take people where they need to go, and schedules that fit community needs. These regional and local transit service providers include:</p>

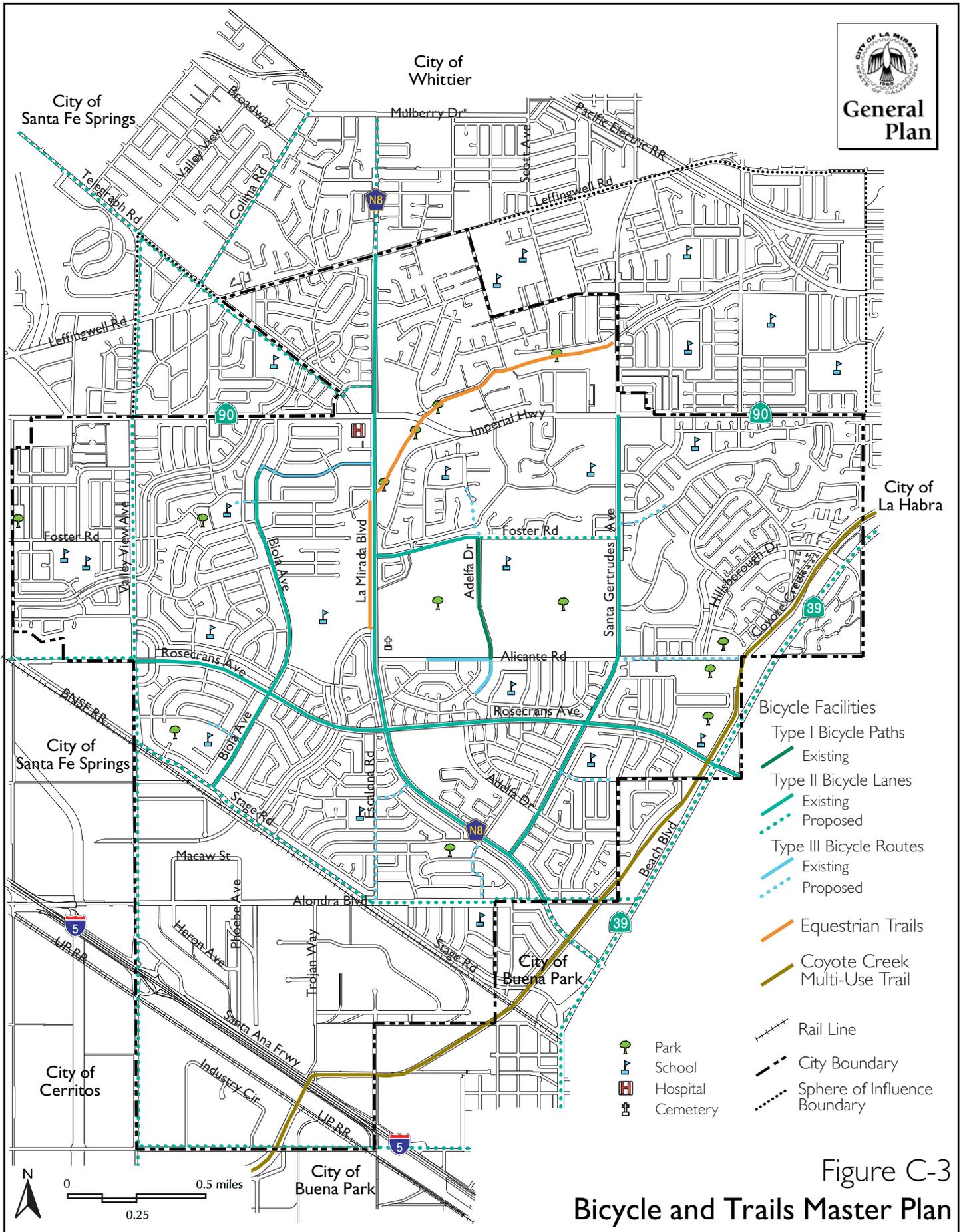


Figure C-3
Bicycle and Trails Master Plan

- Los Angeles County Metropolitan Transportation Authority (MTA) - La Mirada is within the jurisdiction of the MTA, which provides county-wide public transportation. Local bus routes and Park-and-Ride freeway buses on Interstate 5 serve the City. Buses operate on schedules which vary from 30 minutes to an hour, depending on the day of the week. MTA continually explores the use of other agencies' transit vehicles to enhance service
- Orange County Transportation Authority (OCTA) - Given its location on the Los Angeles/Orange counties border, La Mirada is also served by bus routes operated by the OCTA
- La Mirada Transit System - To provide specialized and more flexible service to senior citizens and disabled persons, the La Mirada Transit system has proven to be an effective supplement
- Norwalk Transit - Buses operated by Norwalk Transit travel along Imperial Highway and offer La Miradans another public transit option

Air Transportation

La Mirada is located approximately two and one-half miles from the Fullerton Airport (general aviation facility), 10 miles from the Long Beach Airport, 25 miles from the Los Angeles International Airport, and 35 miles from both John Wayne Airport and Ontario International Airport. These facilities provide La Miradans with several choices for passenger travel and movement of cargo.

Goal 3.0	Make alternative transportation convenient, safe, and responsive to changing transit demands.
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Policy 3.1 Continue to accommodate bicycle lanes and pedestrian paths citywide.

Policy 3.2 Continue to work with transit service providers to identify and respond to the short- and long-term mobility needs of residents.

Policy 3.3 Continue to provide special transit services for seniors, disabled persons, and other special needs groups residing in La Mirada.

Policy 3.4 Work with regional and local transit service providers to improve the connectivity of transit service to other regional transportation service.

Rail Circulation

Two major rail lines traverse La Mirada: the first parallel to Stage Road and the second along the north side of Interstate 5. Several railroad spurs extend into industrial development, but these lines largely are not used. The main lines, however, continue to move cargo and commute passengers.

The Stage Road line carries significant freight train traffic through the City every day. The primary issue associated with the freight traffic is the lack of grade separations at Valley View Avenue in La Mirada and Rosecrans Avenue in Santa Fe Springs. Commuter trains operate primarily during the peak commute hours, stopping just west of La Mirada at the Norwalk Transit Station.

Goal 4.0 Maintain a safe and efficient railroad system.

Policy 4.1 Work with railroad companies to install a grade separation at Valley View Avenue to reduce congestion and noise caused by trains.

Policy 4.2 Support efforts by the city of Santa Fe Springs to install a grade separation at Rosecrans Avenue to reduce congestion in La Mirada.



TELECOMMUNICATIONS INFRASTRUCTURE

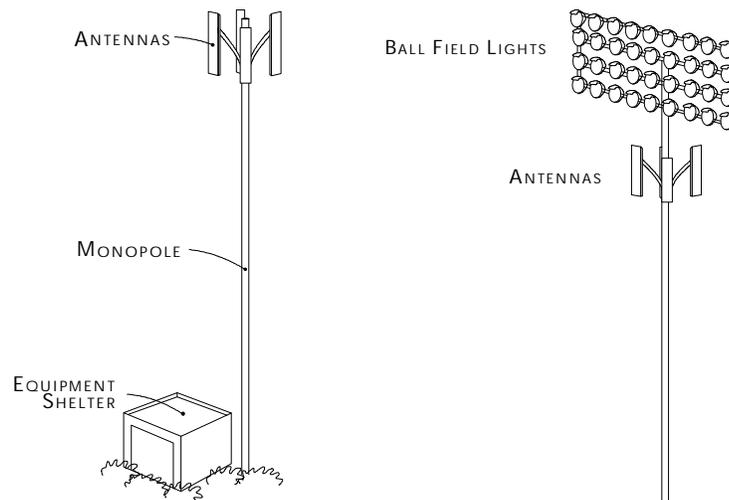
Up-to-date cable, cellular, and similar communications systems that provide video, voice, and data services provide potential means of reducing vehicle traffic and the associated congestion and air and noise pollution. Maintaining the adequacy of communications infrastructure contributes to the quality of life for La Mirada residents and businesses.

Goal 5.0	Ensure that La Mirada remains at the forefront in providing telecommunications infrastructure.
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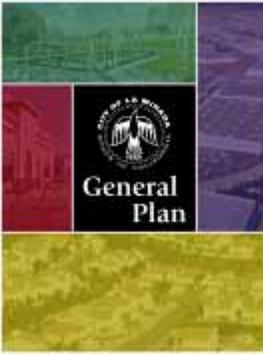
Policy 5.1 Encourage the private sector to participate in and be the primary provider of telecommunications infrastructure and services for the community.

Policy 5.2 Protect the public's assets and community aesthetics against unmitigated impacts of above-ground telecommunications infrastructure development.

Policy 5.3 Encourage the further development, maintenance, and accessibility of the telecommunications system for La Mirada businesses and residents.



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HOUSING ELEMENT

The housing element was prepared separately.

TABLE OF CONTENTS

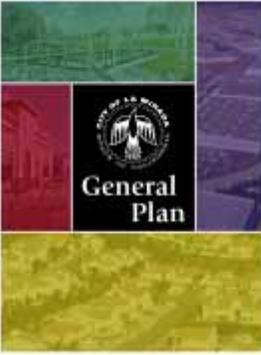
Introduction to the Safety and Community Services Element	1
Scope and Content of the Open Space and Conservation Element	1
Important Terms and Concepts	2
Earthquake Magnitude.....	2
Noise Metrics	2
Related Plans and Programs.....	4
Standardized Emergency Management System	4
Community Awareness and Emergency Response	4
Disaster Preparedness Steering Committee	4
Annual Disaster Response Exercise	4
Seismic Hazards Mapping Act	4
California Environmental Quality Act Guidelines	5
California Noise Insulation Standards (Title24)	5
National Flood Insurance Program.....	5
Insurance Services Office, Inc.....	5
Seismic Hazards.....	6
Faults and Earthquakes.....	6
Seismic-Related Hazards	6
Ground Shaking.....	8
Ground Failure	8
Flood Hazards.....	11
Human Activity Hazards.....	13
Emergency Services	15
Noise	16
Baseline Noise Environment	16
Year 2021 Noise Environment.....	18
Noise/Land Use Compatibility Guidelines.....	18
Infrastructure and Public Facilities.....	22
Community Services	24

List of Tables

SCS-1	State Criteria for Minimizing Adverse Noise Effects on Humans.....	2
SCS-2	Public and Quasi-Public Service Providers.....	22

List of Figures

SCS-1	Earthquake Faults.....	7
SCS-2	Landslide and Liquefaction Hazard Areas.....	9
SCS-3	FEMA Special Flood Hazard Areas.....	12
SCS-4	Baseline CNEL Contours.....	17
SCS-5	2021 Projected CNEL Contours.....	19
SCS-6	Noise/Land Use Compatibility Criteria.....	20



SAFETY AND COMMUNITY SERVICES ELEMENT

The safety element's identification of hazards and hazard abatement provisions are to guide local decisions related to zoning, subdivisions, and entitlement permits.
-- California General Plan Guidelines

INTRODUCTION

Public safety is a primary concern in any community. People recognize that a low crime rate and reliable emergency response services contribute to the overall livability of their community.

Equally important contributors to community health and safety are sound utility infrastructure and service systems; safe handling, transport, and disposal of hazardous materials; and abatement of excessive noise. Reliable water and sewer systems, adequate storm drains and flood control facilities, regulation of hazardous materials, and control of transportation corridor-related noise guard against threats to public health.

Scope and Content of the Safety and Community Services Element

The Safety and Community Services Element addresses hazards in the physical and built environments, and presents goals and policies that focus on reducing the potential risk of death, injuries, property damage, and economic and social dislocation from hazards. Hazards include earthquakes, excessive noise, and hazardous materials associated with commercial and industrial business activity. In addition, this Element also addresses the fire and law enforcement services needed to safeguard the community.

Safety and community service issues relevant to La Mirada include:

- Seismic Hazards
- Flood Hazards
- Human Activity Hazards
- Emergency Services
- Noise
- Infrastructure and Public Facilities
- Community Services

IMPORTANT TERMS AND CONCEPTS

This Element uses the following technical terms to discuss earthquakes and noise.

Earthquake Magnitude

La Mirada lies within a region where earthquakes are not an uncommon occurrence. Earthquakes result from a shift or movement along weak points in the earth. Scientists use the term magnitude to describe the relative energy release by such movement. An earthquake's magnitude is based on the size of the earthquake's seismic waves, which are recorded on a seismograph. Magnitude generally is rated and expressed using a logarithmic scale.

The amount of energy released from a 6.0 earthquake, for example, is 10 times greater than that associated with a 5.0 event. Scientists consider a large earthquake as one having a magnitude of 7.0 or greater. For purposes of comparison, the 1987 Whittier earthquake registered a 5.9 magnitude, while the 1994 Northridge earthquake registered a 6.7 magnitude.

Noise Metrics

Noise generally is defined as unwanted or intrusive sound. Because noise consists of pitch, loudness, and duration, describing noise with a single unit of measure presents a challenge. The A-weighted decibel scale (dBA) has been developed to describe the loudness of a sound or sound environment based on the sensitivity of the human ear.

Table SCS-1 indicates criteria the State has established to reduce adverse noise effects on human health.

Table SCS-1
State Criteria For Minimizing Adverse Noise
Effects On Humans

Objective	dBA Range
Prevent Hearing Loss	75 - 80
Prevent Physiological Effects (other than hearing loss)	65-75
Prevent Speech Interference	50-60
Address People's Subjective Preferences for Noise Control	45-50
Prevent Sleep Interruption	35-45

The dBA descriptor only reports noise from a single source or combination of sources at a point in time. To allow a more comprehensive description of a noise environment, federal and State agencies have established noise and land use compatibility guidelines that use averaging approaches to noise measurement. Two measurement scales commonly used in California are the Community Noise Equivalent Level (CNEL) and the day-night level (L_{dn}). To account for increased human sensitivity at night, the CNEL level includes a 5-decibel penalty on noise during the 7:00 a.m. to 10:00 p.m. time period and a 10-decibel penalty on noise during the 10:00 p.m. to 7:00 a.m. time period. The L_{dn} level includes only the 10 decibel weighting for late-night noise. These values are nearly identical for all but unusual noise sources.



RELATED PLANS AND PROGRAMS

Plans and programs related to public safety include the State Seismic Hazards Mapping Act, the California Environmental Quality Act (CEQA) Law and Guidelines, California Noise Insulation Standards (Title 24), and the Federal Emergency Management Agency (FEMA) Flood Insurance Program. Other plans and programs are important to consider to ensure that the City has strong comprehensive and compatible tools to guide development decisions. Also, pursuant to State law, the City has developed a comprehensive emergency response plan.

Standardized Emergency Management System	La Mirada participates in the Standardized Emergency Management System (SEMS) that provides a framework for coordinating multi-agency emergency responses. The City's SEMS incorporates mutual aid agreements, establishes lines of communication during emergencies, and standardizes incident command structures.
Community Awareness and Emergency Response	La Mirada participates in Community Awareness and Emergency Response (CAER), a group consisting of local chemical companies, businesses, law enforcement, and governmental agencies. These agencies work together to recognize potential hazards that exist in the community and mitigate potential problems.
Disaster Preparedness Steering Committee	The Disaster Preparedness Steering Committee, a community committee that promotes emergency preparedness, has over 60 agency members of local businesses, schools, hospitals, churches, media, neighborhood watch groups, and governmental agencies.
Annual Disaster Response Exercise	The City conducts an annual citywide emergency response drill every November. All schools, businesses, churches, hospitals, Neighborhood Watch groups, law enforcement, neighboring cities, and other governmental agencies participate.
Seismic Hazards Mapping Act	California's Seismic Hazards Mapping Act of 1990 requires the State Geologist to compile maps identifying and describing seismic hazard zones throughout California. Guidelines prepared by the State Mining and Geology Board identify the responsibilities of State and local agencies in the review of development within seismic hazard zones. Development on a site that has been designated as a seismic hazard zone requires a geotechnical report and local agency consideration of policies and criteria established by the Mining and Geology Board. Over the years, the program has expanded to include mapping of seismic-related hazards such as landslide-prone areas.

California Environmental Quality Act Guidelines

The State legislature adopted CEQA in 1970 to ensure that environmental protection received due consideration in the planning and development process. CEQA requires a thorough analysis of potential environmental consequences which could result from a development project or plan that guides future development. CEQA provides a means by which City officials and the public can identify the potential impacts a project will have on a community, and to allow for mitigation or avoidance of such impacts.

California Noise Insulation Standards (Title 24)

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (Title 24, Part 2, California Code of Regulations). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or L_{dn}) of 60 dB or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or L_{dn}) of at least 45 dB.

National Flood Insurance Program

The National Flood Insurance Act includes provisions for the National Flood Insurance Program (NFIP). Participating jurisdictions must exercise land use controls and purchase flood insurance as a prerequisite for receiving funds to purchase or build a structure in a flood hazard area. The NFIP provides federal flood insurance subsidies and federally financed loans for eligible property owners in flood-prone areas.

Special Flood Hazard Areas (SFHAs) are within the 100-year flood plain. SFHAs consist of Zones A, AE, AH, AO, AR, V, VE, and A99, as identified on Flood Insurance Rate Maps (FIRMs). Portions of the City are also within the 500-year floodplain, as identified by Zone B on the FIRM.

Insurance Services Office, Inc.

Insurance Services Office, Inc. (ISO) is a company licensed throughout the United States to provide advisory services to more than 1,500 participating insurers, including the National Flood Insurance Program. Services include supplying statistical, actuarial, and underwriting information to insurance providers.

SEISMIC HAZARDS

Faults and Earthquakes

California has always been seismically active. Few areas in Southern California have not been, or will not be, affected by strong ground shaking from earthquakes (Figure SCS-1). Eleven faults play a role in the seismic characteristics of the Los Angeles region, of which the Division of Mines and Geology classified six as "active." An active fault, as defined in the Alquist Priolo Special Studies Zone Act, is one with evidence of movement within the last 10,000 years. Three of the six active faults play a role in the seismic characteristics of La Mirada.

Whittier-Elsinore Fault

Located four miles north of La Mirada, the Whittier-Elsinore Fault is a northwest trending fault continuing eastward from Alhambra through the Santa Ana Mountains to the Mexican border. The fault zone has moderate activity, having produced numerous historic magnitude 4 earthquakes and a few magnitude 5 shocks. Seismicity attributable to the northern section of the Whittier Fault has been relatively low; however, recent studies indicate the microseismicity in the Puente Hills is high.

Newport-Inglewood Fault
Zone

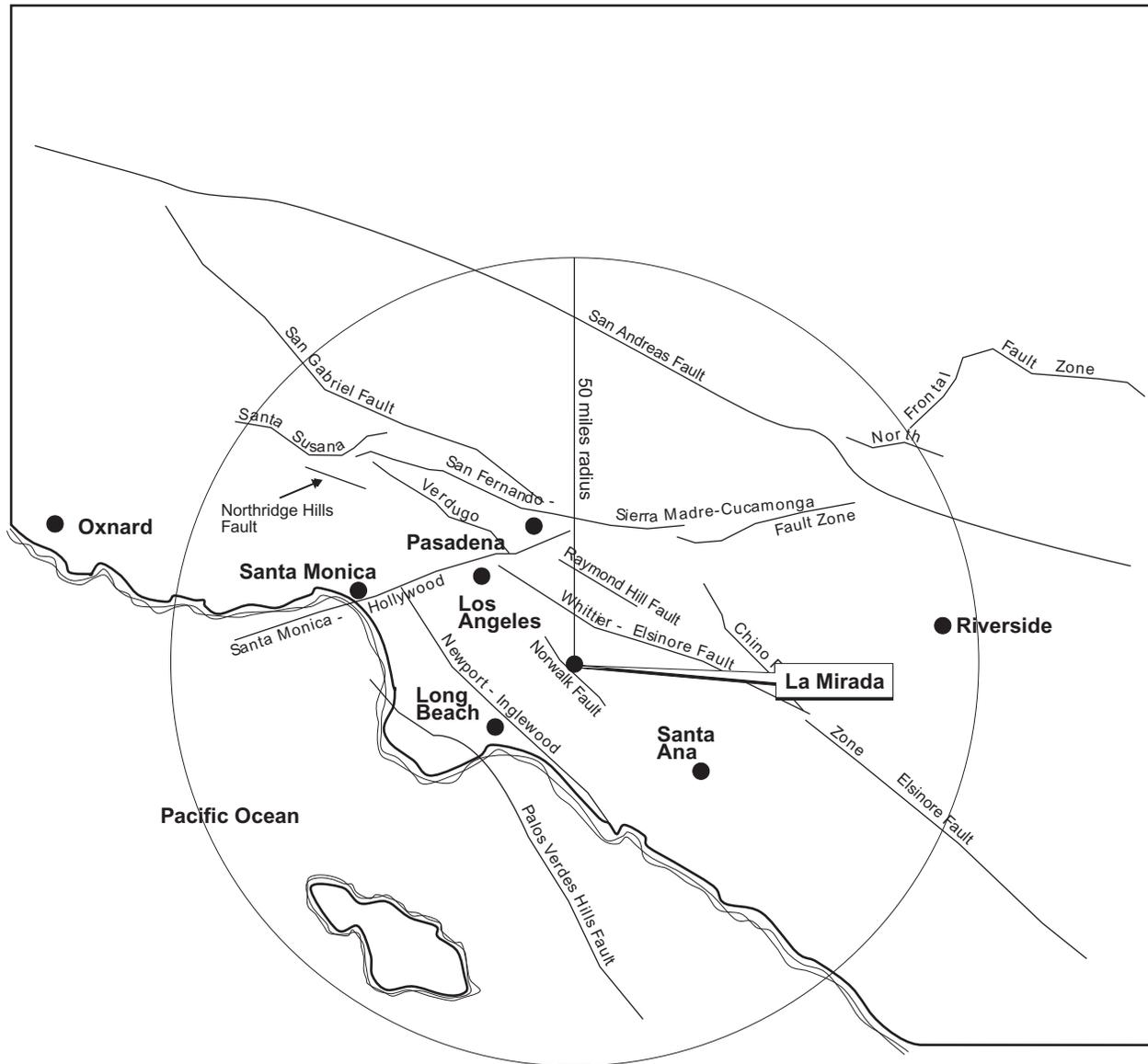
Located 12 miles west of La Mirada, the fault consists of an echelon series of north west trending faults reaching from the southern edge of the Santa Monica Mountains southeastward to the offshore area near Newport Beach. High historic seismic activity is suggested by numerous shocks greater than 4 and by the historic magnitude 6.3 Long Beach earthquake centered offshore near Newport Beach on March 11, 1933. Although there has been no observed displacement associated with the Newport-Inglewood Fault zone, subsurface fault displacement of approximately seven inches associated with the October 21, 1941 4.5 magnitude earthquake occurred. This fault is capable of generating a 7.0 magnitude earthquake within the next 50 to 100 years.

Verdugo Fault

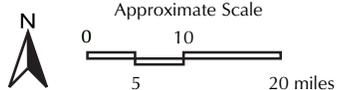
Located 20 miles northwest of La Mirada, the Verdugo Fault bounds the south flank of the Verdugo Mountains and appears to merge with the Eagle Rock-San Rafael Fault system in the vicinity of the Verdugo Wash. Low-magnitude earthquakes occasionally recorded in the Burbank-Glendale area may be attributed to activity along the Verdugo Fault. However, no direct evidence of ground displacement has been observed in association with these low-magnitude events. This fault has a high potential for future activity, but is not considered active.

Seismic-related Hazards

The City is located between the Norwalk Fault on the south and the Whittier Fault on the North. The City is situated near the crest of an anticlinal (upfold) structure which separates the synclinal (downfold) La Habra Valley on the north from the deep syncline of the central



Source: Wilson Geosciences, Inc
March, 1997



**Figure SCS-1
Earthquake Faults**

basin to the south. The maximum credible event, or the seismic event considered likely to occur on an active fault affecting the City, will generate average bedrock accelerations of approximately 0.2g with a total ground shaking duration of 10 to 20 seconds. Although the Norwalk Fault which traverses the City at depth is not considered an active fault, historic earthquakes of minor magnitude have possibly occurred with a magnitude of 4.7.

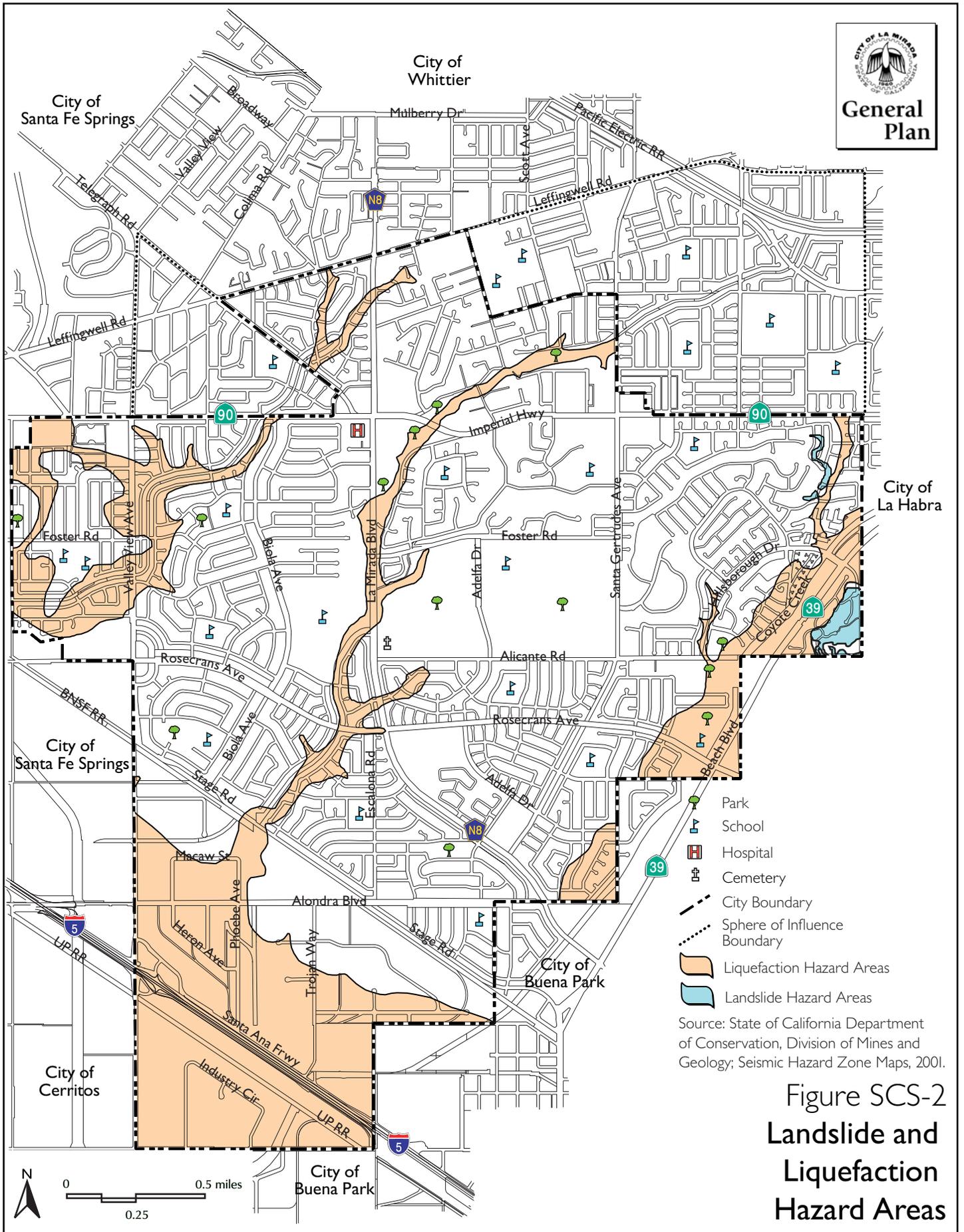
Ground Shaking Ground shaking is an expected occurrence of any earthquake; the degree of ground shaking is dependent on the distance from the epicenter. Strong shaking lasts a few seconds in a moderate earthquake and as long as four minutes in a large earthquake. Shaking is exaggerated on loose, water-saturated ground, and is less damaging on solid rock. Ground shaking can be expected in La Mirada from any one of several faults located in the region. This emphasizes the need for all new development projects to incorporate appropriate design features to guard against widespread property damage and loss of life in the event of an earthquake.

Ground Failure Various types of ground failure accompany earthquakes. These include landslides; fracturing, cracking, and fissuring; compaction, subsidence, and uplift; and liquefaction.

Landslides: Most of the City has relatively flat topography. However, the steep terrain in the northeast portion of the City creates conditions where damage from earthquake-induced landslides is possible. Figure SCS-2 shows those areas susceptible to landslides, according to the State of California Department of Conservation, Division of Mines and Geology Seismic Hazards Zone Map.

Fracturing, Cracking, and Fissuring: This type of ground failure may result from a seismic event on the Norwalk Fault in the area near the Norwalk Fault.

Liquefaction: In locations where high groundwater levels interact with loose, unconsolidated soils, a condition called liquefaction can occur, whereby such soils lose cohesion – and their ability to support structures – when subjected to strong ground motion. According to the State of California Department of Conservation, Division of Mines and Geology Seismic Hazards Map, La Mirada is susceptible to liquefaction in the southern portion of the City, as well as in continuous bands which follow drainage areas east to west across the City (Figure SCS-2).



**Figure SCS-2
Landslide and
Liquefaction
Hazard Areas**

Goal 1.0 Reduce the risk of danger related to seismic hazards.

Policy 1.1 Review all development proposals in seismically hazardous areas to consider the design and intensity of the proposed use in relation to potential seismic risk.

Policy 1.2 Require geotechnical engineering studies for development proposals on properties identified as subject to liquefaction and landslides (Figure SCS-2).



FLOOD HAZARDS

La Mirada lies within the jurisdiction of the Los Angeles County Flood Control District. The District is primarily responsible for the abatement of flood control hazards, conservation of water resources, elimination of soil erosion, and reduction of water pollution. The District controls La Mirada Creek and portions of the Coyote Creek Channel. However, portions of the Coyote Creek Channel within the City are under the jurisdiction of the Orange County Flood Control District.

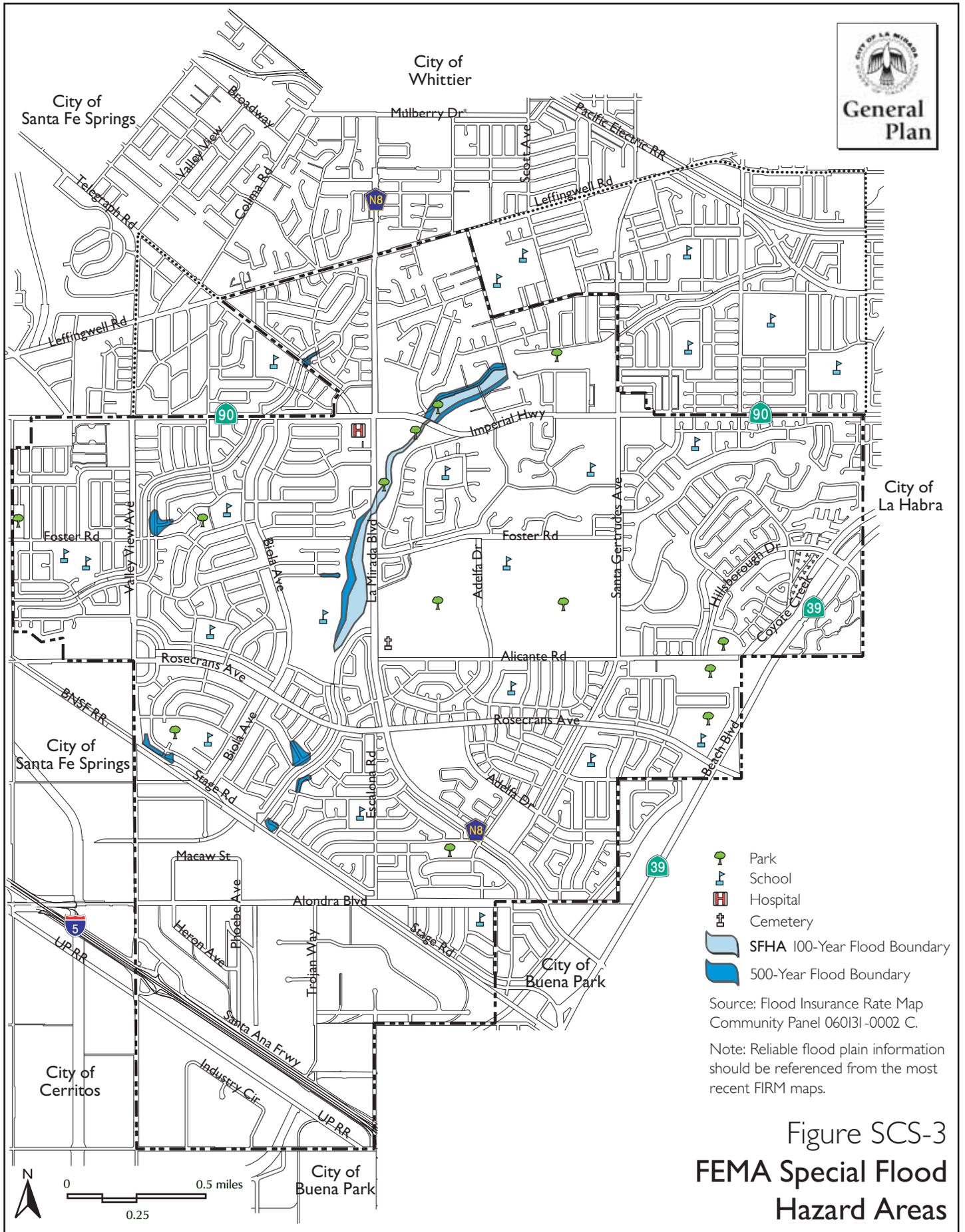
Historically, flooding has affected large areas of the City, but efforts to control flooding with the improvement of La Mirada Creek as a controlled flood facility have been successful in reducing flood hazards. Although portions of La Mirada Creek are still subject to overflow, the associated hazards are not a threat to life or property. Therefore, the only risk would be attributed to significant blockage along La Mirada Creek or Coyote Creek. Figure SCS-3 shows those areas within the City which are subject to 100- and 500- year flood events.

As described in the Open Space and Conservation Element, innovative design and joint use of flood control facilities allow La Mirada Creek to function as an open space resource rather than a traditional flood control facility. Strategically located check dams control flood runoff. The landscaped areas of La Mirada Creek Park allow water to percolate into the groundwater supply. This conserves water resources and the load on existing flood control facilities. Because the greenbelt is a natural watershed, valuable topsoil is conserved, reducing erosion and pollution of waters reaching conventional flood control channels. Reduced pollution of these waters makes reclamation of flood runoff waters more economical.

Goal 2.0	Maintain adequate flood hazard prevention.
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Policy 2.1	Coordinate with the Los Angeles County Department of Public Works and other responsible agencies to address conditions that cause drainage channels to back up during storms.
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Policy 2.2	Continue participation in federal flood hazard prevention programs.
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**Figure SCS-3
FEMA Special Flood
Hazard Areas**

HUMAN ACTIVITY HAZARDS

The California Health and Safety Code defines a hazardous material as any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant potential hazard to human health and safety or to the environment. Therefore, the use, storage, manufacture, or transport of hazardous materials is considered a human activity hazard.

Commercial and industrial businesses in the City that use hazardous materials include dry cleaners, film processors, auto service providers, landscape contractors, and beverage manufacturers, among others. Residences also generate household hazardous wastes in the form of paints, thinners, pesticides, fertilizers, etc.

Hazardous waste generators and users in the City are required to comply with regulations enforced by several federal, State, and County agencies. The regulations aim toward reducing risk associated with human exposure to hazardous materials and minimizing adverse environmental effects. The Los Angeles County Fire Department Health Hazardous Materials Division tracks hazardous material handlers to ensure appropriate reporting and compliance.

In the event of a hazardous material accidental release, the City's participation in the Standardized Emergency Management System (SEMS) allows City staff to react quickly and appropriately to any hazardous materials accident. The SEMS includes a provision for the Fire Department to maintain records of all hazardous materials stored and used at businesses in the community, thus ensuring appropriate response to any individual incident. In addition to SEMS, the City participates in Community Awareness and Emergency Response, a group consisting of local chemical companies, businesses, law enforcement, and governmental agencies.

To address household hazardous wastes, the City cooperates with the County to sponsor programs that heighten awareness of household hazardous wastes and the importance of proper storage and disposal.

Goal 3.0	Manage the use and transport of hazardous materials in La Mirada.
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Policy 3.1	Cooperate with federal, State, and County agencies to reduce risks associated with the use and transport of hazardous materials.
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Policy 3.2	Continue to inventory and identify the source of all hazardous materials stored, used, or transported in the City.
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Policy 3.3 Continue to educate the community regarding the safe use and disposal of household hazardous waste.



EMERGENCY SERVICES

The best way to address an emergency is to prevent it. However, if an emergency cannot be avoided, adequate emergency response is essential. The City's location in a major metropolitan area and local efforts to establish a responsive emergency staff have given the City access to the best emergency response teams and support personnel available. Emergency services providers include the Los Angeles County Sheriff, the Los Angeles County Fire Department, and La Mirada Community Hospital, among others.

In addition to having excellent emergency service providers, the City maintains the Disaster Preparedness Steering Committee. This committee has over 60 agency members, including local businesses, schools, hospitals, churches, median, neighborhood watch groups, and governmental agencies.

To test the City's Emergency Operations Plan, the City conducts an annual disaster response exercise in November. All schools, businesses, churches, hospitals, Neighborhood Watch groups, law enforcement, neighboring cities, HAM radio operators groups, and other governmental agencies participate.

Goal 4.0	Set an example of emergency preparedness for other communities.
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Policy 4.1 Keep the City's Emergency Operations Plan up-to-date and relevant to the types of disasters affecting the community.

Policy 4.2 Promote continued public awareness of emergency procedures for residents, the business population, City staff, and public officials.

Policy 4.3 Continue to contract with experienced and well-qualified service providers for hazardous material response.

NOISE

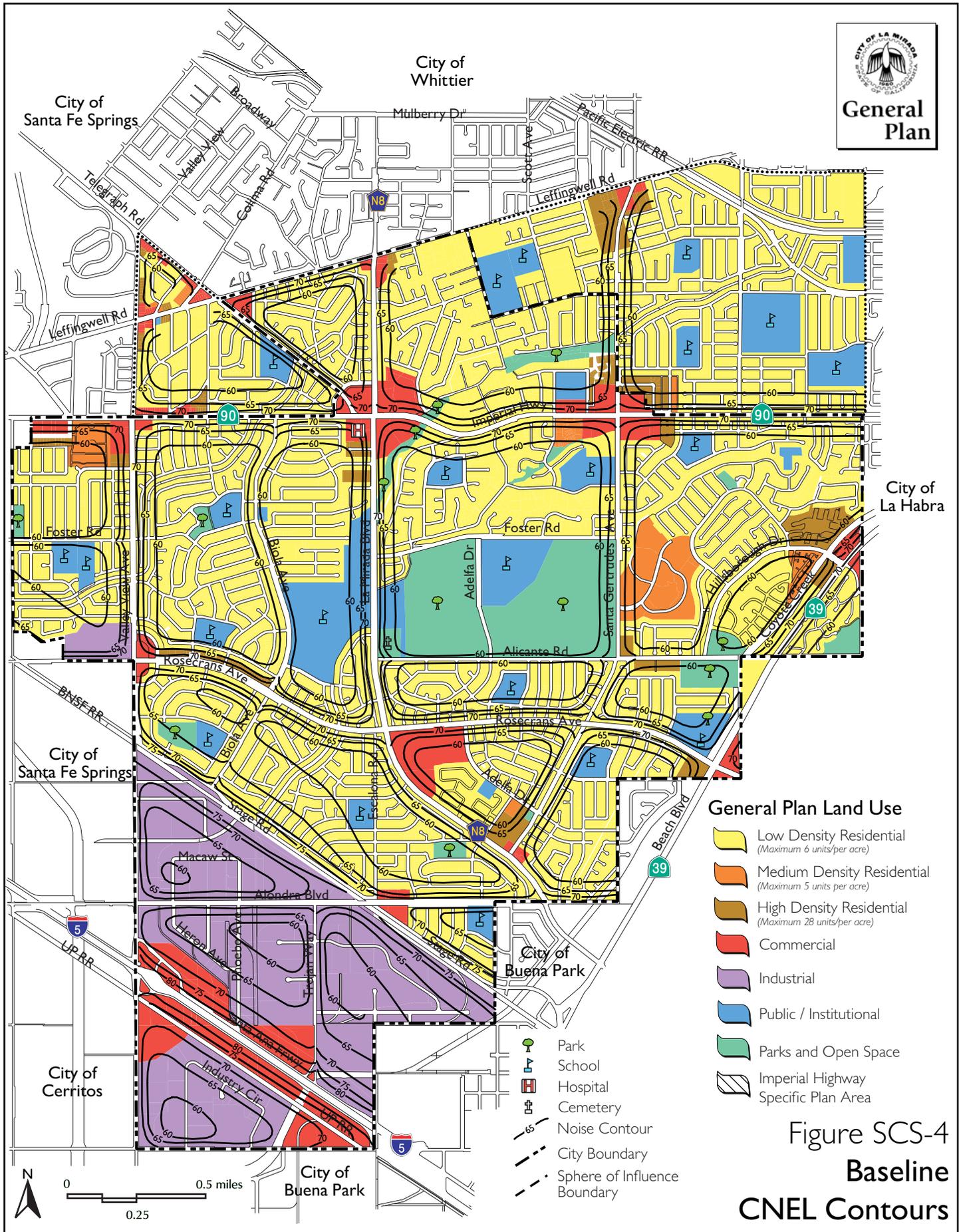
Noise is defined as an undesirable sound and is considered an environmental pollutant that can be damaging to human hearing. Noise in the City results primarily from street, freeway, and rail traffic. The commercial-industrial section of the City is separated from the residential section in an effective manner. Along major arterial roadways, walls and fences provide some means of shielding residents from traffic noise. Thus, land use compatibility problems due to noise are minimal. Localized sources of noise include typical residential neighborhood sounds such as lawnmowers, children at play, and barking dogs. The City controls localized noise through the noise ordinance, which is part of the Municipal Code.

Noise becomes a concern when it consistently interferes with a person's ability to conduct everyday work and recreation activities. For example, residents exposed to constant railroad noise may not enjoy using the backyard. Other noise-sensitive uses, such as hospitals, convalescent homes, schools, and churches, may find roadway noise disruptive to outdoor activity. The planning for future land uses requires potentially problematic sources of noise be identified and noise/land use conflicts avoided to the extent possible, given the built-out nature of the community.

Baseline Noise Environment

To establish a baseline against which to measure changes in the community noise environment over time, a noise modeling effort was performed, with 2001 serving as the baseline year. Because vehicular and rail traffic noise represent the dominant noise sources in the City, the model focuses on traffic noise and the 24-hour ambient noise conditions resulting from these sources. Figure SCS-4 shows the CNEL contours for baseline year 2001. As Figure SCS-4 illustrates, the City's major and minor arterials, as well as the Burlington Northern/Santa Fe railroad and Interstate 5 represent the major sources of noise. A residential neighborhood along the Burlington Northern/Santa Fe Railroad lies within the 75 CNEL contour. Additionally, a number of residential neighborhoods are exposed to traffic noise from major and minor arterials, such as Alondra Boulevard, La Mirada Boulevard, Rosecrans Avenue, Valley View, Imperial Highway, and Beach Boulevard.

The City has little direct control over noise produced by transportation sources because State noise regulations for motor vehicle noise preempt local regulations. Because the City cannot control noise at the source, City noise programs focus on reducing the impact of transportation noise on the community.



Year 2021 Noise Environment

The Land Use Element indicates that La Mirada will accommodate limited growth through the year 2021. Accompanying this moderate growth will be a moderate increase in traffic volumes citywide. Traffic volume increases represent the only anticipated measurable new noise source in the community over the long term. Land use policy directs industrial uses and similar business activities that produce noise to areas in the City separated from incompatible residential uses. Therefore, residential – industrial land use conflicts will be avoided.

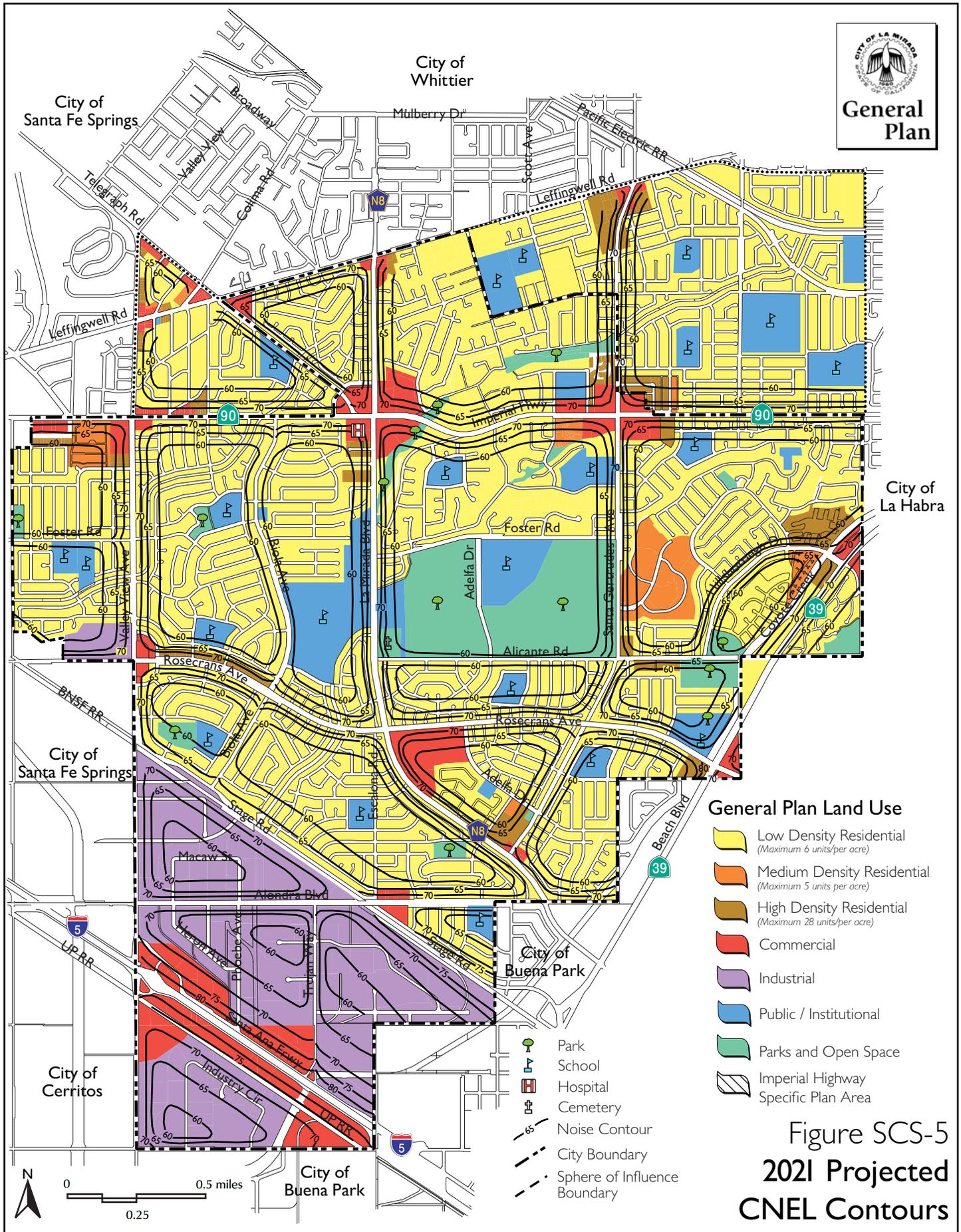
Potential future ambient noise levels can be estimated by modeling. Figure SCS-5 displays projected year 2021 noise contours based upon future traffic levels. The City will experience very little change in ambient noise levels due to traffic. For planning purposes, the change will be imperceptible. Along most of the roadways included in the noise model, the increase of noise exposure from the General Plan in comparison to the baseline year is extremely small.

Noise/Land Use Compatibility Guidelines

The City's primary goal with regard to community noise is to minimize the exposure of residents to unhealthy or excessive noise levels to the extent possible, given the City's built-out condition. To this end, this Element establishes noise/land use compatibility guidelines. These guidelines are based on cumulative noise criteria for outdoor noise. Figure SCS-6 outlines the criteria the City will use to review development proposals. New residential development will comply with Title 24 standards of the State Health and Safety Code. These standards establish maximum interior noise levels for new residential development, requiring that sufficient insulation be provided to reduce interior ambient noise levels to 45 CNEL.

For existing development along arterial roadways and rail lines, the City can implement programs to reduce the impact of these transportation corridors. Residential development along Alondra Boulevard, La Mirada Boulevard, Rosecrans Avenue, Valley View, Imperial Highway, and Beach Boulevard lie within the 70 CNEL contour. Noise attenuation walls exist along a number of these arterials, but over time, the walls will deteriorate if not maintained. The City will work to repair noise walls and install new ones where appropriate. Additionally, truck routes will be established to minimize arterial traffic impacts on residences.

Residences abutting the active rail lines lie within a 75 CNEL noise contour. Maintenance of existing and installation of new noise walls will shield residents from train noise. Additionally, the City will work with railroad operators to minimize train noise, including pursuing grade separations.



Land Use Category	Community Noise Equivalent Level (CNEL) or Day-Night Level (Ldn), dB						
	55	60	65	70	75	80	85
Residential- Low-Density Single-Family, Duplex, Mobile Homes			Diagonal	Diagonal	Diagonal	Diagonal	Diagonal
Residential- Multi-Family			Diagonal	Diagonal	Diagonal	Diagonal	Diagonal
Commercial- Motels, Hotels, Transient Lodging			Diagonal	Diagonal	Diagonal	Diagonal	Diagonal
Schools, Libraries, Churches, Hospitals, Nursing Homes			Diagonal	Diagonal	Diagonal	Diagonal	Diagonal
Amphitheaters, Concert Hall, Auditorium, Meeting Hall	Diagonal	Diagonal	Diagonal	Diagonal	Diagonal	Diagonal	Diagonal
Sports Arenas, Outdoor Spectator Sports	Diagonal	Diagonal	Diagonal	Diagonal	Diagonal	Diagonal	Diagonal
Playgrounds, Neighborhood Parks				Diagonal	Diagonal	Diagonal	Diagonal
Golf Courses, Riding Stables, Water Rec., Cemeteries				Diagonal	Diagonal	Diagonal	Diagonal
Office Buildings, Business, Commercial, Professional, and Mixed-Use Developments			Diagonal	Diagonal	Diagonal	Diagonal	Diagonal
Industrial, Manufacturing Utilities, Agriculture			Diagonal	Diagonal	Diagonal	Diagonal	Diagonal
Freeway Adjacent Commercial, Office, and Industrial Uses.			Diagonal	Diagonal	Diagonal	Diagonal	Diagonal

Nature of the noise environment where the CNEL or Ldn level is:

Below 55 dB
 Relatively quiet suburban or urban areas, no arterial streets within 1 block, no freeways within 1/4 mile.

55-65 dB
 Most somewhat noisy urban areas, near but not directly adjacent to high volumes of traffic.

65-75 dB
 Very noisy urban areas near arterials, freeways or airports.

75+ dB
 Extremely noisy urban areas adjacent to freeways or under airport traffic patterns. Hearing damage with constant exposure outdoors.

 **Normally Acceptable**

Specific land use is satisfactory, based on the assumption that any building is of normal conventional construction, without any special

 **Conditionally Acceptable**

New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems

 **Normally Unacceptable**

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.

 **Clearly Unacceptable**

New construction or development should generally not be undertaken.

The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day were averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 p.m. and 10:00 p.m. and a 10-decibel penalty on noise between 10:00 p.m. and 7:00 a.m. of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

Figure SCS-6
Noise/Land Use Compatibility Criteria

Goal 5.0 Shield residents from undesirable traffic noise to the extent possible.

Policy 5.1 Work with property owners to repair deteriorating noise walls along arterial roadways.

Policy 5.2 Develop programs to construct City-designed and built sound walls as needed and identify potential funding sources for such projects.

Policy 5.3 Establish truck routes that minimize the impact of traffic noise on residential neighborhoods.

Goal 6.0 Reduce noise originating from the regional transportation system.

Policy 6.1 Work with Caltrans to provide noise insulation buffers where needed as part of planned Interstate 5 improvements.

Policy 6.2 Work with railroad operators to ensure that the timing and number of trains passing through the City limits noise impacts.

Policy 6.3 Pursue completion of a grade separation of the line rail line at Valley View Boulevard and Stage Road.



INFRASTRUCTURE AND PUBLIC FACILITIES

The community depends upon a reliable and safe water supply, a well-functioning sewage transmission system, and adequate electricity and natural gas services. Infrastructure supporting these services includes water and sewer lines, water reservoirs, flood control channels, communication lines, electricity and natural gas lines, and support facilities. As a contract city, La Mirada relies upon other government agencies to provide many of these services, as well as private utility companies, as outlined in Table SCS-2.

Table SCS-2
Public and Quasi-Public Service Providers

Infrastructure	Responsible Service Provider
Water Supply	Suburban Water Systems
Sewer Lines - local	Los Angeles County Department of Public Works
Sewer Lines - trunk	District No. 18 of Sanitation Districts of Los Angeles County
Flood Control Channels	Los Angeles County Flood Control District and Orange County Flood Control District
Local Storm Drains	Los Angeles County Department of Public Works
Electric Power	Southern California Edison
Natural Gas	The Gas Company
Communications	Various private businesses

Planning for ongoing maintenance and upgrades to all infrastructure is an important goal to protect the City's financial investment and maintain the quality of life for La Mirada residents and businesses. To that end, the City is completing a comprehensive infrastructure study to identify system deficiencies.

Goal 7.0	Ensure continued provision and adequacy of public facilities and infrastructure to support the needs of City residents and businesses.
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Policy 7.1 Periodically inventory and monitor the condition of the City's sewer, water, drainage, streets, and support facilities.

Policy 7.2 Provide for a comprehensive plan to finance the maintenance, repair, and rehabilitation of the City's infrastructure systems.

Policy 7.3 Work with public and quasi-public service providers to ensure that the City's investment in its infrastructure is protected.

Policy 7.4 Continue to plan for future infrastructure improvements using 5-year Capital Improvement Plans.

The goal of the Department of Public Works will be to maintain the City's infrastructure to a degree consistent with the standard Public Works specifications. In doing so, the City shall complete an Infrastructure Needs Assessment and Master Plan for the repair and ongoing maintenance of the City's valued infrastructure. These infrastructure items are as follows: streets, curbs, gutters, sidewalks, storm drains, sewers, traffic signals, street trees, as well as park lands.



COMMUNITY SERVICES

In addition to physical infrastructure, La Mirada residents and business depend on a variety of other public safety and community services to maintain a high quality of life. Such services include fire protection, law enforcement, education, and library services.

The City contracts with the Los Angeles County Sheriff's Department for the provision of police protection and law enforcement services. The local La Mirada Community Sheriff's station facilitates law enforcement coordination in the City. The City augments its police services with non-sworn public safety officers. In addition, the resources of the entire Los Angeles County Sheriff's Department, the largest police agency in the world, are available to the City.

Fire protection services are provided through La Mirada's participation in the Los Angeles County Consolidated Fire District. Fire stations strategically located in La Mirada and adjacent communities provide adequate response times to emergency calls. The Fire District has an extensive program of safety examinations that allow Fire personnel to work with businesses to minimize fire hazards.

The City provides extensive Senior and Human Services programs through both direct service and contract agencies. Residents also rely on a number of community services provided by organizations other than the City. A high-quality education system and County library facilities support life-long learning. In addition, nonprofit organizations supplement services provided by the City, enrich the community, and provide outlets for volunteer service.

The range of public safety, education, and community services provided work together to make La Mirada a more desirable place to live, work, and invest in the community. The City will continue to provide comprehensive public safety services and to support community organizations that provide important services to La Miradans.

Goal 8.0	Ensure the adequate provision of community services.
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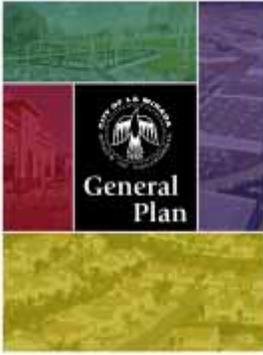
Policy 8.1	Provide residents and the business community with a high level of fire, police, and other public safety services.
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Policy 8.2	Continue to work with community organizations and other agencies to encourage and supplement services to residents.
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TABLE OF CONTENTS

Introduction to the Open Space and Conservation Element	1
Purpose of the Open Space and Conservation Element	1
Scope and Content of the Open Space and Conservation Element	1
Important Terms and Concepts	2
Open Space	2
Integrated Waste Management	2
Related Plans and Programs	3
Los Angeles County Proposition A	3
California Environmental Quality Act Guidelines	3
Air Quality Management Plan	3
National Pollutant Discharge Elimination System	3
Parks, Recreational Facilities, Trails and Other Open Space	4
Neighborhood Parks	6
Community Parks	6
Regional Facilities	6
School Sites	6
Multi Functional Open Space and Trails	6
Bikeways	7
Other Open Space-	7
Air Quality	9
Waste Management	11
Water Supply and Quality	12
List of Tables	
OSC-1 Parks, Recreational Facilities, Trails, and Open Space	4
List of Figures	
OSC-1 Park and Recreational Resources	5

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OPEN SPACE AND CONSERVATION ELEMENT

The purpose of the open space element is to guide the comprehensive and long-range preservation and conservation of open space land. The purpose of the conservation element is to provide direction regarding the conservation, development, and utilization of natural resources.

-- California General Plan Guidelines

INTRODUCTION

The open space areas of La Mirada have a unique beginning dating back to the turn of the century. A significant part of the community's early development was McNally's Windermere Ranch, near what is now the intersection of Valley View Boulevard and Rosecrans Avenue. Initial design and development of the ranch included lush landscaping with many rare and exotic species of trees and shrubs, many of which still exist in Neff Park, the community's first public park, dedicated in 1957.

La Mirada's open space resources today include well-distributed neighborhood parks, community parks, a large centrally located Los Angeles County Regional Park and golf course, and a unique dual-purpose flood control channel/trail.

Open space areas define the community, creating a special visual image of a city that uses well-landscaped roadways to connect neighborhoods to parks that provide a community focus.

Purpose of the
Open Space and
Conservation Element

The Open Space and Conservation Element addresses existing and future opportunities for improving and maintaining the quality of our parks, trails, and natural environment.

Scope and Content of
the Open Space and
Conservation Element

State General Plan law requires every community to address the preservation of open space and the conservation of natural resources. Because La Mirada is a built-out urban community, the City contains no natural resource areas such as forests, wildlife habitat, or agricultural land. This Open Space and Conservation Element, therefore, directs policy toward preserving those resources important to La Mirada's urban environment. These resources include:

- Parks and Recreation Facilities
- Trails
- Air Quality
- Water Supply and Quality

IMPORTANT TERMS AND CONCEPTS

Key resource-related terms and concepts important to understanding the context of this Element are as follows:

- Open Space** Open space is defined by Government Code Section 65560(b) as any wholly unimproved area of land or water preserved and designated on a local, regional, or State plan for open space use.
- Integrated Waste Management** Up through the 1970s, Californians disposed of their trash by the traditional method: dumping it into landfills. However, with diminishing landfill space, people have become increasingly aware of the need to pursue a more integrated approach to waste management. "Integrated waste management" involves source reduction, recycling, and reuse of waste materials to minimize the volume of trash actually placed into landfills.



RELATED PLANS AND PROGRAMS

Several State and federal plans and programs apply to the park land and air, water quality, and waste management issues addressed in this Element. Such plans are administered by agencies or special districts that have been delegated the power to enforce the legislation.

Los Angeles County Proposition A

In 1992, Los Angeles County voters approved Proposition A, a bond measure that established funds for improving the safety of recreation areas and for facilitating acquisition, restoration, and preservation of open space resources county-wide. Proposition A identifies specific projects to be pursued and also provides for a competitive grant program whereby public agencies and non-profit organizations can compete for funds for parks and recreation facilities and programs.

California Environmental Quality Act Guidelines

The California Environmental Quality Act (CEQA) was adopted by the State legislature in 1970 in response to a public mandate for thorough environmental analysis of projects that might affect the environment. Under CEQA, most projects that require a discretionary approval of a public agency must first be reviewed to determine related environmental effects. The environmental review procedures are described in the CEQA Statutes and Guidelines. CEQA implementation ensures that City officials and residents have the opportunity to assess any impacts associated with development projects so that appropriate measures can be implemented to preserve the quality of the living environment.

Air Quality Management Plan

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a non-attainment area, defined as a geographic area identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting State or federal standards for a given pollutant. The Air Quality Management Plan, prepared by the South Coast Air Quality Management District, contains policies, strategies, and measures to achieve federal and State standards for healthier air quality in the South Coast Air Basin.

National Pollutant Discharge Elimination System

As part of a multi-pronged effort to improve the quality of water resources nationwide, the federal government authorized the State Regional Water Quality Control Board and the Los Angeles Regional Water Quality Control Board to set up programs to implement National Pollutant Discharge Elimination System (NPDES) goals. Under the NPDES Stormwater Permit issued to the County of Los Angeles and La Mirada as co-permittees, most new development projects in the City are required to incorporate measures to minimize pollutant levels in storm water runoff. Compliance is required at the time that construction permits are issued, as well as over the long term through periodic inspections.

PARKS, RECREATIONAL FACILITIES, TRAILS, AND OTHER OPEN SPACE

An integrated network of neighborhood parks, community parks, regional parks, trails, and private open space make up the La Mirada recreation system. In addition, joint-use agreements between the City and local school districts allow school grounds to be used for recreation when schools are not in session. This open space system totals almost 500 acres, affording residents diverse passive and active recreation opportunities. Table OSC-1 lists community recreation and other open space resources.

Table OSC-1
Parks, Recreational Facilities, Trails, and Open Space

Facilities	Sites	Acreage
Local Parks		
Neighborhood Parks	6	6
Community Parks	2	35
Regional Facilities		
La Mirada Regional Park	1	105
La Mirada Regional Golf Course	1	140
Open Space		
Olive Lawn Memorial Park	1	10
La Mirada Creek Park	1	26
La Mirada Creek Extension Area	1	12
School Sites		
Joint School Sites	12	100
Biola University	1	24
Multi-use Corridors with Mini Parks	N.A.	34
Total	26	492

N.A. = not applicable

In a built-out community like La Mirada, limited opportunities exist to expand open space resources. However, the well-established system of the City parks, joint-use facilities, and County recreation areas will meet community recreation needs into the future. The City's focus is on enhancing these resources and ensuring recreation facilities/programs are adjusted over time in response to any community demographic changes.



Neighborhood Parks Neighborhood parks provide compact recreation areas that residents can access easily on foot or by bicycle. These parks accommodate both active and passive recreation activities for groups and persons of all ages. La Mirada's six neighborhood parks (Figure OSC-1) serve this function. Those neighborhoods without easy access to neighborhood parks are served by joint-use school grounds.

Community Parks Community parks draw residents from a wider area. Neff Park and Behringer Park total 35 acres and offer La Miradans space for organized sports activities, group picnics, and special community events.

Regional Facilities La Mirada Regional Park and La Mirada Regional Golf Course, both operated by the County of Los Angeles, provide 245 acres of recreational opportunities in the heart of La Mirada. The park includes lighted ball fields, picnic areas, outdoor cooking facilities, tennis



courts, a Frisbee course, community swimming pool, and athletic fields. The regulation 18-hole golf course features well-kept putting greens and undulating fairways developed on natural rolling terrain.

The City has been able to develop County park lands with community recreation facilities that serve La Miradans and County residents generally. Such cooperative agreements will continue to enhance recreation facilities and programs for all.

School Sites Recreational facilities at local educational institutions account for a significant portion of the City's open space system. The City and the Norwalk-La Mirada Unified School District enter into annual agreements to cooperate in organizing, promoting, and conducting a joint program for community recreation. Biola University offers recreational opportunities with an Olympic-sized swimming pool and athletic fields. The City's interest lies in maintaining these important relationships to continue to offer residents the broadest range of recreation resources.

Multi-Function Open Space and Trails

La Mirada Creek Park exemplifies an innovative design and joint use of flood control facilities. This facility consists of a flood control channel that winds through the heart of the City, connecting park facilities and neighborhoods to City Hall and Biola University. Planted with grass rather than constructed of concrete,



the channel allows water to percolate into ground. This design feature not only conserves valuable water resources but reduces the load on existing flood control facilities. Additionally, valuable topsoil is conserved, as the park serves as a natural watershed. The amphitheater, horse trails, and equestrian training ring provide unique recreation opportunities. The natural area, where the existing ecology of the area has been preserved, serves an important educational function.

Bikeways

La Mirada Boulevard, Imperial Highway, and Rosecrans Avenue include eight-foot-wide bicycle lanes, and boulevard improvements consist of eight-foot landscaped parkways and landscaped center medians. These roadways provide visual open space and linkages to community focal points.

The Commuter Bikeways Strategic Plan, the regional bikeway plan for Orange County, identifies the Coyote Creek Bikeway as a regional Class I (paved off-road) bikeway along Coyote Creek. The bikeway will traverse La Habra, La Mirada, Fullerton, and Buena Park. The City strongly supports this multi-jurisdictional effort to create and maintain this multi-use corridor that will not only benefit La Mirada residents, but the entire region.

Other Open Space

Olive Lawn Memorial Park provides a serene setting for those persons wishing to pay their respects to deceased friends or relatives. The beautiful green lawns and well-trimmed olive trees create an aesthetically pleasing passive open space resource. Due to the nature of the use, Olive Lawn Memorial Park will continue to provide this function into the future.



The following goals and policies demonstrate the City's commitment to preserving parks, recreational facilities, trails, and open space.

Goal 1.0	Provide a diverse range of high-quality park and recreation facilities and programs that meet the needs of all residents.
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Policy 1.1 Maintain joint-use agreements with local school districts and Biola University to allow school facilities to be used by the public during non-school hours.

- Policy 1.2 Work with Los Angeles County to maintain and improve the quality of services provided at La Mirada Regional Park.
- Policy 1.3 Ensure adequate funding and a capital improvement program to promote the ongoing maintenance and rehabilitation of facilities.
- Policy 1.4 Cooperate with Los Angeles County in joint-use programs.
- Policy 1.5 Review recreational programs on an annual basis and revise, where needed, to respond to changing needs of the community.

Goal 2.0 Preserve and enhance trails and passive open space.

- Policy 2.1 Preserve La Mirada Creek Park as a trail-oriented and natural open space resource for the community.
- Policy 2.2 Work cooperatively with surrounding jurisdictions to create and maintain the Coyote Creek Multi-Use Trail.
- Policy 2.3 Maintain median landscaping, and add new medians along appropriate streets to provide visual open space amenities.
- Policy 2.4 Support preservation and enhancement of Olive Lawn Cemetery.



AIR QUALITY

La Mirada is located within the South Coast Air Basin, a geographic region which extends from the Pacific Ocean east to the San Jacinto Mountains, and from the San Gabriel Mountains south through Orange County. The Basin, due to its physical configuration and



climatological influences, combined with daily pollutant emission measured in the tons, experiences some of the worst air quality conditions in the nation. The Basin is a “non-attainment” area for ambient air quality standards for ozone, carbon monoxide, and fine particulate matter. Although continued reduction in pollutant concentrations are expected, the Basin is not expected to meet air quality standards, particularly for ozone, in the foreseeable future.

In La Mirada, air quality problems result from emissions from both local and regional sources. The primary air pollution source is vehicle emissions from cars and trucks using City streets and the Santa Ana Freeway. Responsibility for the control and oversight of emissions lies with the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board. The SCAQMD monitors air quality throughout the Basin at various monitoring stations.

The City has no direct ability to manage programs for emissions control. However, air quality problems affect the health of the City residents. Participation with SCAQMD and neighboring jurisdictions in collaborative efforts to improve air quality can help reduce the generation of air pollutants in the City. Additionally, the City's support of local and regional project to improve mobility will improve air quality.

Energy conservation is another strategy for improving air quality. Pollutants are generated by the combustion of fossil fuels to produce electricity, and by the combustion of natural gas. Reducing energy usage decreases the amount of pollutants generated. Energy requirements can be diminished through innovative architectural design, building construction, structural orientation, and landscaping.

The following goals and policies demonstrate the City's commitment to assist the SCAQMD with regional efforts to improve air quality over the long term.

Goal 3.0 Improve air quality for La Mirada residents.

- Policy 3.1 Participate with the South Coast Air Quality Management District and neighboring jurisdictions in collaborative efforts to improve regional air quality.
- Policy 3.2 Support local and regional projects that improve mobility, reduce congestion on freeways, and improve air quality.
- Policy 3.3 Promote energy conservation by the public and private sectors to reduce energy costs and improve air quality.



WASTE MANAGEMENT

Since the late 1970s, the increasing shortage of refuse disposal sites and diminishing landfill capacity led the State Legislature to mandate that jurisdictions implement policies and programs to reduce, reuse, and recycle waste materials. Per the California Integrated Waste Management Act, jurisdictions must divert specified percentages of their solid waste streams from landfill disposal and must oversee the disposal of hazardous wastes. The City's commitment to waste management and diversion is detailed in the City's Source Reduction and Recycling Element and Household Hazardous Waste Element (not contained within the General Plan). The City will meet the requirements of AB 939 and follow-up legislation. La Mirada's programs have been successful in improving the City's waste diversion percentages, and the City will continue proactive efforts to lead by example.

Goals and Policies

Goal 4.0 Continue to reduce per capita volume of solid waste.

Policy 4.1 Periodically review the solid waste management program to achieve goals and divert a portion of the City's waste stream from landfill disposal.

Policy 4.2 Investigate implementation of a yard waste program to increase the City's waste diversion percentage.

Policy 4.3 Encourage and support the proper disposal of household hazardous waste and hazardous wastes from businesses in La Mirada.



WATER SUPPLY AND QUALITY

Water Supply Suburban Water Systems (SWS) provides potable water supplies in the City. The source of domestic water is both well water and imported water that SWS purchases from the Metropolitan Water District of Southern California. With the addition of two planned water tanks to the SWS system to serve properties in La Mirada, water facilities will be adequate to serve future residents. The City supports water conservation efforts through education, use of drought-tolerant landscaping, application of new technologies, and best management practices.

Water Quality An adequate water supply must also be a clean, safe water supply. The City is committed to ensuring that urban runoff does not adversely affect regional water bodies. Pollutants in urban runoff include landscape pesticides and fertilizers, engine oil, detergents, and household chemicals. Urban pollutants can degrade water quality and impact downstream plants. The City participates as a co-permittee with the County of Los Angeles in the National Pollutant System Discharge Elimination System (NPDES) program to help reduce pollutant loads in urban runoff.

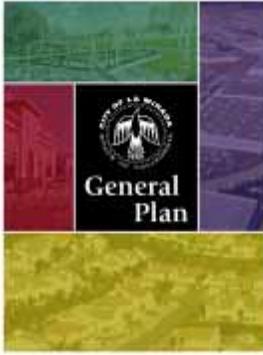
As required by the NPDES permit, all new development projects and substantial rehabilitation projects are required to incorporate Best Management Practices. Proposed development projects (public and private) within La Mirada will continue to incorporate BMPs to preclude significant water quality impacts from non-point source pollutants.

Goal 5.0	Ensure that residents and businesses are provided with reliable, safe, and clean water.
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Policy 5.1	Work with Suburban Water Systems and the Metropolitan Water District to ensure that adequate water resources are available to meet demands of current and future development.
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Policy 5.2	Encourage water conservation through education, use of drought-tolerant landscaping, application of new technologies, and best management practices.
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Policy 5.3	Work with local, regional, and State agencies to provide for a cost-effective and equitable means of reducing urban runoff.
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GLOSSARY

Access - A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to leave).

Acres, Net - The portion of a site that can actually be developed. The following generally are not included in the net acreage of a site: public or private road right-of-way, public open space, and floodways.

ADT - Average daily trips made by vehicles in a 24-hour period.

Air Basin - One of 14 self-contained regions in California minimally influenced by air quality in contiguous regions.

Air Pollutant Emissions - Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

Air Pollution - The presence of contaminants in the air in concentrations that exceed naturally occurring quantities and are undesirable or harmful.

Air Quality Standards - The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

Ambient Noise Level - The combination of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Arterial - A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

Assisted Housing - Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs, including, but not limited to, Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs.

Buffer - A strip of land designated to protect one type of land use from another incompatible use. Where a commercial district abuts a residential district, for example, additional use, yard, or height restrictions may be imposed to protect residential properties. The term may also be used to describe any zone that separates two unlike zones, such as a multi-family housing zone between single-family housing and commercial uses.

Building - Any structure having a roof supported by columns or walls and intended for the shelter, housing or enclosure of any individual, animal, process, equipment, goods, or materials of any kind or nature.

California Environmental Quality Act (CEQA) - A State law (California Public Resources Code Section 21000 et. seq.) requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans usually require the preparation of a Program EIR.

Caltrans - California Department of Transportation.

Capital Improvement Program (CIP) - A proposed timetable or schedule of all future capital improvements (government acquisition of real property, major construction project, or acquisition of long lasting, expensive equipment) to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project. Capital improvement programs usually are projected five or six years in advance and are updated annually.

Census - The official decennial enumeration of the population conducted by the federal government.

City Council - The governing board of the City. The five-member elected council is responsible to the electorate for keeping pace with changing community needs, for establishing the quality of municipal services through the open conduct of public affairs, and for encouraging constructive citizen participation.

Clean Air Act - Federal legislation establishing national air quality standards.

Community Development Block Grant (CDBG) - A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Noise Equivalent Level (CNEL) - The average equivalent sound level during a 24-hour day, obtained after addition of 5 decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of 10 decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

Compatibility - The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning districts is intended to achieve compatibility within the district. Some elements affecting compatibility include: intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, or the presence of hazardous materials. On the other hand, many aspects of compatibility are based on personal preference and are much harder to measure quantitatively, at least for regulatory purposes.

Condominium - A building, or group of buildings, in which units are owned individually, and the structure, common areas and facilities are owned by all the owners on a proportional, undivided basis.

Congestion Management Plan (CMP) - A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities and counties that include urbanized area to adopt and annually update a Congestion Management Plan.

Conservation - The management of natural resources to prevent waste, destruction, or neglect.

Council of Governments (COG) - A regional planning and review authority whose membership includes representation from all communities in the designated region. The Southern California Association of Governments (SCAG) and the Gateway Cities Council of Governments are examples of COGs in Southern California.

Coverage - The proportion of the area of the footprint of a building to the area of the lot on which it stands.

Day-Night Average Level (Ldn) - The average equivalent sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m. See also "Community Noise Equivalent Level."

Decibel (dB) - A unit for describing the amplitude of sound, as the human ear hears it. See also "Community Noise Equivalent Level," and "Day-Night Average Level."

Density - The number of families, individuals, dwelling units, or housing structures per unit of land; usually density is expressed "per acre." Thus, the density of a development of 100 units occupying 20 acres is 5 units per acre.

Development - The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any mining, excavation, landfills, or land disturbance, and any use or extension of the use of land.

Development Agreement - A contractual agreement between a developer and the City that clearly establishes the developer's responsibility to provide a certain type of development, streets and sewer improvements, and any other mutually agreed to terms and responsibilities as a precondition for securing approval of a project.

Development Impact Fees - A fee or charge imposed on developers to pay for the costs to the City of providing services to a new development.

Development Plan - A plan, to scale, showing uses and structures proposed for a parcel or multiple parcels of land. It includes lot lines, streets, building sites, public open space, buildings, major landscape features, and locations of proposed utility services.

Development Rights - The right to develop land by a landowner that maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts.

Dwelling - A structure or portion of a structure used exclusively for human habitation.

Dwelling, Multi-family - A building containing two or more dwelling units for the use of individual families maintaining households; an apartment or condominium building is an example of this dwelling unit type.

Dwelling, Single-family Attached - A one-family dwelling attached to one or more other one-family dwellings by a common vertical wall; townhomes are examples of this dwelling unit type.

Dwelling, Single-family Detached - A dwelling which is designed for and occupied by not more than one family and surrounded by open space or yards and which is not attached to any other dwelling by any means.

Dwelling Unit - One or more rooms, designed, occupied or intended for occupancy as separate living quarters, with cooking, sleeping and sanitary facilities provided within the unit for the exclusive use of a single family maintaining a household.

Economic Base - The production, distribution, and consumption of goods and services within a planning area.

Element - A division of the General Plan referring to a topic area for which goals, policies, and programs are defined (e.g., land use, housing, circulation).

Eminent Domain - The authority of a government to take, or to authorize the taking of, with compensation, private property for public use.

Environment - The sum of all external conditions and influences affecting the life, development, and survival of an organism.

Environmental Impact Report (EIR) - A report, as prescribed by the California Environmental Quality Act (CEQA), on the effect of a development proposal and other major actions which significantly affect the environment.

Essential Facilities - Those facilities whose continued functioning is necessary to maintain public health and safety following a disaster. These facilities include fire and police stations, communications facilities, emergency operation centers, hospitals, administrative buildings, and schools designated as mass care shelters. Also included are key transportation facilities and utility facilities such as water supply, sewage disposal, gas storage facilities and transmission lines, and electric generation stations and transmission lines.

Exaction - A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Fault, Active - A fault that has moved within the last 11,000 years and which is likely to move again within the next 100 years.

Fault, Inactive - A fault which shows no evidence of movement in the last 11,000 years and no potential for movement in the relatively near future.

Fault, Potentially Active - A fault that last moved within the Quaternary Period (the last 2,000,000 to 11,000 years) before the Holocene Epoch (11,000 years to the present); or a fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.

FEMA - Federal Emergency Management Agency.

FHWA - Federal Highway Administration.

Fire Flow - A rate of water flow that should be maintained to halt and reverse the spread of a fire.

Flood Insurance Rate Map (FIRM) - For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floodplain - A lowland or relatively flat area adjoining the banks of a river or stream which is subject to a one percent or greater chance or flooding in any given year (i.e., 100-year flood).

Floodway - The channel of a watercourse or river, and portions of the flood plain adjoining the channel, which are reasonably required to carry and discharge the base flood of the channel.

Floor Area Ratio (FAR) - The gross floor area of all buildings on a lot divided by the lot area; usually expressed as a numerical value (e.g., a building having 5,000 square feet of gross floor area located on a lot of 10,000 square feet in area has a floor area ratio of 0.5:1).

General Plan - A legal document that takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a

jurisdiction. The state requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose (e.g., "Maintain a compatible mix, distribution, and intensity of complementary land uses.").

Grade - The degree of rise or descent of a sloping surface.

Ground Failure - Mudslide, landslide, liquefaction (see this Glossary), or the compaction of soils due to ground shaking from an earthquake.

Ground Shaking - Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater - The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir.

HCD - State Department of Housing and Community Development.

Hazardous Material - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals, and nuclear fuels.

Household - According to the U.S. Census, a household is all persons living in a dwelling unit whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

Household Income - The total income of all the people living in a household. Households are usually described as very low income, low income, moderate income, and upper income for that household size, based on their position relative to the regional median income.

Housing Affordability - Based on State and federal standards, housing is affordable when the housing costs are no more than 30 percent of household income.

Housing Unit - A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate toilet and kitchen facilities.

HUD - U.S. Department of Housing and Urban Development.

Implementation Measure - An action, procedure, program, or technique that carries out general plan policy.

Income Categories - Four categories for classifying households according to income based on the median income for each County. The categories are as follows: Very Low (0-50% of County median); Low (50-80% of County median); Moderate (80-120% of County median); and Upper (over 120% of County median).

Infrastructure - The physical systems and services which support development and population, such as roadways, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, storm drainage, and others.

Insurance Services Office, Inc. - A supplier of statistical, actuarial, and underwriting information to the insurance industry. The company is licensed throughout the United States to provide advisory services to more than 1,500 participating insurers, including the National Flood Insurance Program (NFIP).

Intensity - A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (floor area ratio) for commercial, business, and industrial development, or units per acre of land for residential development (also called "density").

Issue - A problem, constraint, or opportunity requiring community action.

Intersection - Where two or more roads cross at grade.

Land Use - A description of how land is occupied or used.

Land Use Plan - A plan showing the existing and proposed location, extent, and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, and other public and private purposes or combination of purposes.

Landslide - A general term for a falling or sliding mass of soil or rocks.

Liquefaction - A process by which water-saturated granular soils transform from a solid to a liquid state due to groundshaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

Local Street - A street providing direct access to properties and designed to discourage through traffic.

LOS - Level of Service, a descriptor of traffic operating conditions based on an intersection's volume-to-capacity ratio.

Lot - The basic unit of land development. A designated parcel or area of land established by plat, subdivision, or as otherwise permitted by law, to be used, developed, or built upon as a unit.

Median Income - The annual income for each household size that is defined annually by the federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half are below.

Mitigate - To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mobile Home - A structure, transportable in one or more sections, which is at least 8 feet in width and 32 feet in length, which is built on a permanent chassis and designed to be used as a dwelling unit, with or without a permanent foundation when connected to the required utilities.

National Flood Insurance Program (NFIP) - The National Flood Insurance Program, managed by FEMA, makes federally-backed flood insurance available in communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage.

Noise - Any undesired audible sound.

Noise Exposure Contours - Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL is the metric utilized to describe community noise exposure.

Non-Conforming Use - A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use.

Open Space - Any parcel or area of land or water essentially unimproved and set aside, designated, dedicated, or reserved for public or private use or enjoyment.

Ordinance - A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overcrowding - As defined by the State Department of Housing and Community Development, a household with greater than one person per room, excluding bathrooms, kitchens, hallways, and porches.

Parcel - A lot or tract of land.

Planned Unit Development - A development approved as one project comprised of several land uses or development projects, rather than several separate developments on individual lots. Planned Unit Developments (PUDs) typically cover large, multi-lot areas under single ownership.

Planning Commission - A group of people appointed by the City Council that administers planning and land use regulations for the City and provides recommendations on a wide array of land use and land use policy issues.

Policy - Statements guiding action and implying clear commitment found within each element of the general plan (e.g., "Provide incentives to assist in the development of affordable housing").

Pollution - The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Program - A coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) the local government intends to use in carrying out the policies of the general plan.

Recreation, Active - A type of recreation or activity which requires the use of organized play areas, including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts, and various forms of children's play equipment.

Recreation, Passive - Type of recreation or activity which does not require the use of organized play areas.

Redevelopment - Redevelopment, under the California Community Redevelopment Law, is a process with the authority, scope, and financing mechanisms necessary to provide stimulus to reverse current negative business trends, remedy blight, provide job development incentives, and create a new image for a community. It provides for the planning, development, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, and the provision of public and private improvements as may be appropriate or necessary in the interest of the general welfare. In a more general sense,

redevelopment is a process in which existing development and use of land is replaced with new development and/or use.

Regional Housing Needs Assessment (RHNA) - The Regional Housing Needs Assessment (RHNA) is based on State of California projections of population growth and housing unit demand and assigns a share of the region's future housing need to each jurisdiction within the SCAG (Southern California Association of Governments) region. These housing need numbers serve as the basis for the update of the Housing Element in each California city and county.

Rehabilitation - The upgrading of a building previously in a dilapidated or substandard condition, for human habitation or use.

Rezoning - An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Right-of-Way - A strip of land acquired by reservation, dedication, prescription, or condemnation and intended to be occupied or occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary or storm sewer, or other similar uses.

Seiche - An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic - Caused by or subject to earthquakes or earth vibrations.

Sewer - Any pipe or conduit used to collect and carry away sewage from the generating source to a treatment plant.

Site Plan - The development plan for one or more lots on which is shown the existing and proposed conditions of the lot, including: topography, vegetation, drainage, floodplains, marshes and waterways; open spaces, walkways, means of ingress and egress, utility services, landscaping, structures and signs, lighting, and screening devices; any other information that reasonably may be required in order that an informed decision can be made by the approving authority.

Slope - Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Solid Waste - Unwanted or discarded material, including garbage with insufficient liquid content to be free flowing, generally disposed of in landfills or incinerated.

Southern California Association of Governments (SCAG) - The Southern California Association of Governments is a regional planning

agency that encompasses six counties: Imperial, Riverside, San Bernardino, Orange, Los Angeles, and Ventura. SCAG is responsible for preparation of the Regional Housing Needs Assessment (RHNA).

Special Needs Groups - Those segments of the population which have a more difficult time finding decent affordable housing due to special circumstances. Under State planning law, these special needs groups consist of the elderly, handicapped, large families, female-headed households, farmworkers, and the homeless.

Specific Plan - Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence - The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCO) of the County.

Stationary Source - A non-mobile emitter of pollution.

Structure - Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision - The division of a lot, tract, or parcel of land that is the subject of an application for subdivision.

Subsidence - The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activities, including earthquakes.

Subsidize - To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Transportation Demand Management (TDM) - A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to

increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM) - Individual actions or comprehensive plans to reduce the number of vehicular trips generated by or attracted to new or existing development. TSM measures attempt to reduce the number of vehicle trips by increasing bicycle or pedestrian trips or by expanding the use of bus, transit, carpool, vanpool, or other high occupancy vehicles.

Trip - A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin – often from home, but not always), and one "attraction end" (destination).

Uniform Building Code (UBC) - A standard building code that sets forth minimum standards for construction.

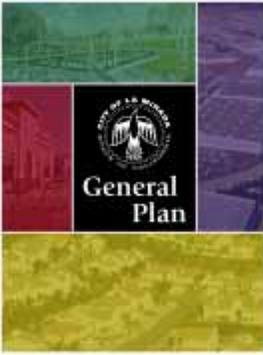
Water Course - Any natural or artificial stream, river, creek, ditch, channel, canal, conduit, culvert, drain, waterway, gully, ravine, or wash in which water flows in a definite channel, bed, and banks, and includes any area adjacent thereto subject to inundation by reason of overflow or flood water.

Zoning - A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established, as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The zoning ordinance consists of a map and text.

Zoning District - A geographical area of a city zoned with uniform regulations and requirements.

Zoning Map - The officially adopted zoning map of the city specifying the uses permitted within certain geographic areas of the city.

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APPENDIX: IMPLEMENTATION PROGRAM

The General Plan Implementation Program provides a guide to implement adopted General Plan policies and plans for City elected officials, staff and the public. The purpose of the Implementation Program is to ensure the overall direction provided in the General Plan for City growth and development is translated from general terms to specific actions.

Each implementation measure is a program, procedure, or technique that requires additional City action. This action may either occur on a City-wide basis, or at specific locations. Some of the implementation measures are processes or procedures the City currently administers on a day-to-day basis (such as development project review), while others identify new programs or projects (such as preparation of a Specific Plan for Imperial Highway). The City Council, by relating the Implementation Program to the General Plan, recognizes the importance of long-range planning considerations and budgeting to such day-to-day activities. Implementation of the specific programs is subject to funding constraints.

The Implementation Program is organized into 13 subsections. Each of the subsections is comprised of programs relating to policies and plans of one or more General Plan elements.

Use of the General Plan Implementation Program

The Implementation Program is intended for use as the basis for preparing the Annual Report to the City Council on the status of the City's progress in implementing the General Plan, as described in Section 65400 of the California Government Code.

IMPLEMENTATION PROGRAM
LA MIRADA GENERAL PLAN

Implementation Program	Implementation Program Description	Related General Plan Element Policies					Responsible Agency	Funding Source	Time Frame
		Land Use	Economic	Circulation	Open Space and Conservation	Safety and Community Services			
A. Interstate 5 Corridor									
A-1. Economic Enhancement Strategies	Develop focused economic enhancement strategies that address the following: a. Continuing to focus industrial and regional commercial uses along Interstate 5, away from residential neighborhoods b. Siting new regional serving retail, office, hospitality and entertainment uses c. Removing blighted land uses along the Interstate 5 right-of-way d. Capitalizing on economic opportunities and benefits resulting from the widening of Interstate 5	1.2, 3.3, 8.1, 8.2	2.2				The La Mirada Redevelopment Agency	La Mirada Redevelopment Agency (RDA) Funds	2003-2010
A-2. Interstate 5 Widening	Continue active coordination with Interstate 5 Consortium and California Department of Transportation (Caltrans) on the following issues: a. Lobby Caltrans to obtain right-of-way on south side of Interstate 5 b. Ensure Interstate 5 improvements do not adversely impact mobility along the City's connecting arterial system	8.4, 8.5		2.1			Caltrans	State of California	2003-2010
B. Imperial Highway Corridor									
B-1. Specific Plan	Adopt an Imperial Highway Specific Plan that addresses the following: a. Land use b. Access c. Design concerns of commercial properties d. Focused economic enhancement strategies e. Possible extension of Redevelopment Agency jurisdiction to Imperial Highway corridor f. Streetscape and public property improvements	3.3, 7.1, 7.2, 7.3					City of La Mirada and the La Mirada Redevelopment Agency	General Fund, RDA Funds and Federal CDBG Monies	Ongoing
C. Parks and Recreation									
C-1. Joint Use Programs	Continue to engage in joint use agreements with the school districts and Los Angeles County. Work with surrounding jurisdictions to create and maintain the Coyote Creek Multi-Use Trail.				1.1, 1.4, 2.2		City of La Mirada	General Fund	Ongoing
C-2. Provide additional open spaces	Add new landscaped medians along appropriate streets to provide visual open space amenities. Work with surrounding jurisdictions to create and maintain the Coyote Creek Multi-Use Trail.				2.2, 2.3		City of La Mirada	Capital Improvement Plan and grants	2003-2006
C-3. Respond to changing needs	Review recreational programs on an annual basis and revise, where necessary, to respond to changing needs of the community.				1.5		City of La Mirada	General Fund and grants	Ongoing
C-4. Maintain and enhance existing facilities.	Work with Los Angeles County to maintain and improve the quality of services provided at La Mirada Regional Park.				1.2		City of La Mirada	General Fund, County funds and grants	Ongoing
	Preserve La Mirada Creek Park as a trail-oriented and natural open space resource.				2.1		City of La Mirada	Capital Improvement Plan and grants	2003-2006
	Support the preservation and enhancement of Olive Lawn Cemetery.				2.4				
	Build upon the multi-use character of the Civic Center and surrounding park facilities.	2.3			1.2, 2.1, 2.4		City of La Mirada	General Fund, grants and private funds	2003-2005
D. Circulation									
D-1. Intelligent Transportation System Technologies	Implement intelligent transportation system technologies to improve traffic flow.			1.2			City of La Mirada	General Fund, Transit Funds various grants	Ongoing
D-2. Level of Service Monitoring	Monitor traffic volumes on arterial roadways on a regular basis, and consider adjustments to the system as needed to achieve Level of Service goals. Consider the future need to modify La Mirada Boulevard and/or Rosecrans Avenue to provide six travel lanes.			1.1, 1.3			City of La Mirada	General Fund, Transit Funds and various grants	Ongoing
D-3. Truck Routes	Establish truck routes that minimize the impact of traffic noise on residential neighborhoods.					5.3	City of La Mirada	General Fund and Transit Funds	Ongoing
D-4. Cooperative Circulation Improvements	Work with surrounding jurisdictions to provide efficient traffic management along regional routes. Support efforts by Santa Fe Springs to install a grade separation at Stage Road and Valley View Avenue			1.5, 4.2			City of La Mirada	Federal and State Funds	2003-2010
E. Alternative Transportation									
E-1. Bicycle and Pedestrian Circulation	Continue to accommodate bicycle and pedestrian paths citywide.			3.4			City of La Mirada	Transit Funds	Ongoing
E-2. Special Services	Continue to provide special transit services for seniors, disabled persons, and other special needs groups.			3.2			City of La Mirada	Transit Funds	Ongoing
E-3. Transit Service	Continue to work with transit service providers to respond to changing needs of residents and improve connectivity to other regional transportation service.			3.1, 3.3			City of La Mirada	Transit Funds	Ongoing
F. Noise									
F-1. Train Noise	Work with railroad operators on the following issues: a. Ensure timing and number of trains passing through the City's presents minimal noise impacts b. Installation of grade separation along the Burlington Northern/Santa Fe rail at Stage Road and Valley View Avenue			4.1		6.2, 6.3	City of Santa Fe Springs	Federal and State Transportation Funds	2003-2010
	Work with Caltrans to increase noise insulation buffers as part of planned Interstate 5 improvements.					6.1	City of La Mirada	Federal and State Transportation Funds	2003-2010
F-2. Vehicular Noise	Work with property owners to repair deteriorating noise walls. Construct City-designed and built sound walls as needed.					5.1, 5.2	City of La Mirada	General Funds, Federal CDBG Funds and various grants	2003-2006

IMPLEMENTATION PROGRAM
LA MIRADA GENERAL PLAN

Implementation Program	Implementation Program Description	Related General Plan Element Policies					Responsible Agency	Funding Source	Time Frame
		Land Use	Economic	Circulation	Open Space and Conservation	Safety and Community Services			
G. Community Character									
G-1. Code Enforcement	Vigorous enforce building, zoning, health, and safety codes to promote property maintenance.	4.4, 6.1	4.1				City of La Mirada	General Fund	Ongoing
G-2. Arterial Roadways	Investigate innovative and effective strategies for establishing consistent soundwall and landscaping treatments along the City's key arterial streets.	6.4					City of La Mirada	General Fund and grants	2003-2006
G-3. Telecommunications Infrastructure	Protect against unmitigated aesthetic impacts of above-ground telecommunications infrastructure development.			5.2			City of La Mirada	General Fund	2003-2006
G-4. Non-Residential Development Design Review	Establish architectural and design standards that address signage, facades, and landscaping.	1.4, 6.5	4.3				City of La Mirada	General Fund	Ongoing
G-5. Neighborhoods	Encourage housing maintenance and rehabilitation, and promote removal and replacement activities where necessary to improve overall housing conditions.	6.4					City of La Mirada and La Mirada Redevelopment Agency	Federal CDBG, and RDA Funds	Ongoing
	Provide for a range in type, density, and price of housing to address the changing needs of community residents.	4.2					City of La Mirada and La Mirada Redevelopment Agency	Federal CDBG and RDA Funds	Ongoing
G-6. Civic Center	Maintain the Civic Center's function as a community focal-point, with civic and community-oriented uses adjacent to the Center.	2.1		5.2			City of La Mirada	General Fund and grants	Ongoing
G-7. Land Use Compatibility	Maintain a mix of residential, commercial, industrial, open space, and institutional uses appropriately located throughout the community to optimize quality of life. Ensure new residential and commercial development is compatible with and complementary to established land uses.	1.1, 1.3		5.2			City of La Mirada and the La Mirada Redevelopment Agency	General Fund and RDA Funds	Ongoing
H. Economic									
H-1. Business Retention	Institute aggressive programs to retain established, viable industrial and commercial businesses.		3.3				City of La Mirada and La Mirada Redevelopment Agency	RDA Funds	Ongoing
H-2. Business Attraction	Maintain a strong marketing program that accomplishes the following: a. Promotes La Mirada as a business-friendly community b. Encourages a diversification of commercial and industrial business to provide a stable revenue stream to the City c. Attracts businesses that expand employment opportunities at all skill and wage levels d. Attracts local and regional commercial uses desirable to residents	1.1	1.3, 1.4, 2.1, 2.3, 2.4, 3.1, 3.2, 3.3				City of La Mirada and La Mirada Redevelopment Agency	General Fund and RDA Funds	Ongoing
H-3. Business Environment Enhancement	Support Caltrans' effort to improve interchanges along Interstate 5 at Valley View Avenue and Alondra Boulevard to improve access to La Mirada's industrial center.	8.3		2.2			Caltrans	Federal Transportation Funds	2003-2010
	Encourage rehabilitation and modernization of shopping centers, commercial centers, and industrial areas to present a more coherent business image.	3.1, 6.3	4.2				City of La Mirada, La Mirada Redevelopment Agency	Federal CDBG funds and RDA Funds	Ongoing
H-4. Redevelopment strategies	Develop redevelopment strategies for focused areas experiencing disinvestment.	5.1, 5.2	1.2				City of La Mirada and La Mirada Redevelopment Agency	Federal CDBG funds and RDA Funds	Ongoing
I. Utilities									
I-1. Storm Drains	Coordinate with Los Angeles County Department of Public Works and other responsible agencies to address conditions that cause drainage channels to back up during storms.	4.3				2.1, 7.1	City of La Mirada	Capital Improvement Plan and grants	2003-2006
	Work with local, regional, and State agencies to provide for a cost-effective and equitable means of reducing urban runoff.	4.3			5.3		City of La Mirada	General Fund and grants	Ongoing
	New development and/or redevelopment projects will be required to incorporate post-construction SUSMP best management practices as part of the plan check approval process. Additionally, if a project disturbs one or more acre of land, the project will be required to submit a notice of intent (NOI) to the State Water Resources Control Board and have a WDID number from the State along with an adequate storm water pollution prevention plan (SWPPP) before plans can be approved.	4.3			5.3		City of La Mirada	General Fund and Development Fees	Ongoing
	Continue to participate in Federal flood hazard prevention programs.	4.3				2.2	City of La Mirada	General Fund	Ongoing
I-2. Water System	Work with Suburban Water Systems and the Metropolitan Water District to ensure that adequate water resources are available to meet demand of current and future development.	4.3			5.1	7.1	City of La Mirada	General Fund	Ongoing
I-3. Water Conservation Education	Encourage water conservation through education, use of drought-tolerant landscaping, application of new technologies, and best management practices.				5.2		City of La Mirada	General Fund	Ongoing
I-4. Telecommunications Infrastructure	Encourage the private sector to be the primary provider of telecommunications infrastructure and services in La Mirada.	4.3		5.1, 5.3			City of La Mirada	General Fund	Ongoing
J. Services									
J-1. Fire and Police Protection	Continue to contract with Los Angeles County for fire and police protection services.					8.1	City of La Mirada	General Fund	Ongoing
J-2. Hazardous Materials Response	Continue to contract with experienced and well-qualified service providers for hazardous material response.					4.3	City of La Mirada	General Fund	Ongoing
J-3. Supplemental Services	Continue to work with community organizations and other agencies to encourage and supplement levels of					8.2	City of La Mirada	General Fund	Ongoing

IMPLEMENTATION PROGRAM
LA MIRADA GENERAL PLAN

Implementation Program	Implementation Program Description	Related General Plan Element Policies					Responsible Agency	Funding Source	Time Frame
		Land Use	Economic	Circulation	Open Space and Conservation	Safety and Community Services			
	services for residents.								
J-4. Solid Waste Reduction	Periodically review the solid waste management program to ensure goals for diversion are achieved. Investigate implementation of a yard waste program to increase diversion.				4.1, 4.2	8.2	City of La Mirada	General Fund	Ongoing
K. Safety									
K-1. Seismic Safety	Require geotechnical engineering studies for development proposals on properties identified as subject to liquefaction and landslides.					1.2	City of La Mirada	General Fund	Ongoing
	Review all development proposals in seismically hazardous areas to consider the design and intensity of the proposed use in relation to potential seismic risk.					1.1	City of La Mirada	General Fund	Ongoing
K-2. Emergency Operations Plan	Continue conducting annual emergency preparedness drills to raise awareness for residents, businesses, City staff, and officials. Update Plan as needed.					4.1, 4.2	City of La Mirada	General Fund and grants	Ongoing
K-3. Household Hazardous Waste	Continue to educate the community regarding the safe use and disposal of household hazardous waste.					3.1, 3.3	City of La Mirada	General Fund and grants	Ongoing
K-4. Commercial Hazardous Waste	Monitor businesses that transport, handle, and generate hazardous materials to ensure proper disposal.				4.3	3.1, 3.2	City of La Mirada	General Fund and grants	Ongoing
L. Air Quality									
L-1. Cooperative efforts	Participate with South Coast Air Quality Management District and neighboring jurisdictions on projects to improve mobility and reduce congestion of freeways.				3.1, 3.2		City of La Mirada	General Fund	Ongoing
L-2. Energy Conservation	Promote energy conservation by the public and private sectors.						City of La Mirada	General Fund/RDA Funds	Ongoing
L-3. Land Use Policy	Maintain a distribution of neighborhood services and facilities within reasonable walking distance of their service areas.	2.2					City of La Mirada	General Fund/RDA Funds	Ongoing
M. Capital Improvement Program									
M-1. City Infrastructure	Continue to implement capital improvement programs to ensure the maintenance and rehabilitation of the City's infrastructure and facilities, such as local streets and City buildings.			1.4	1.3	7.2	City of La Mirada	Capital Improvement Plan and grants	Ongoing
	Work with public and quasi-public service providers to ensure that the City's investment in its infrastructure is protected.					7.3	City of La Mirada	Capital Improvement Plan and grants	Ongoing

