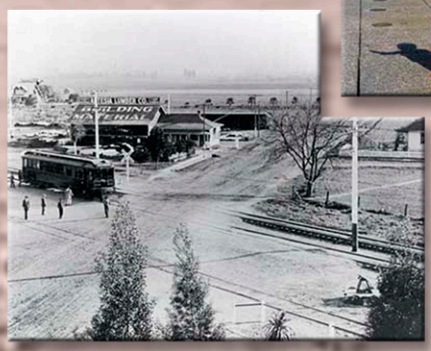
CITY OF CERRITOS

GENERAL PLAN AND EIR APPENDICES

Final • January 2004



CITY OF CERRITOS

GENERAL PLAN AND EIR APPENDICES

LEAD AGENCY:

CITY OF CERRITOS
18125 Bloomfield Avenue
Cerritos, California 90703
Contact: Mr. Torrey N. Contreras, ASLA
Advance Planning /Redevelopment Manager
562.860.0311

PREPARED BY:

RBF CONSULTING
14725 Alton Parkway
Irvine, California 92618
Contacts: Ms. Collette Morse, AICP
949.472.3505

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A CITY WITH VISION

CERRITOS
GENERAL PLAN & EIR

Appendix A
Existing and Buildout Land Use Projections

Existing and Projection Land Use Numbers
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Summary of Land Use Numbers by Blocks

Block	Land Use Designation	Acres	Existing SF	Existing Units	Block	Land Use Designation	Vacant Acres	Underutilized Acres
0					0			
	Not A Part	9.31	0			Not A Part		
		9.31						
1					1			
	Light Industrial	34.38	601,159			Light Industrial	0.93	
	Parks and Open Space	45.24	0			Parks and Open Space		
	Utility and Flood Control Rights-of-Way	27.51	0			Utility and Flood Control Rights-of-Way		
		107.13	***601,159***	***0***				
2					2			
	Low Density - 2 to 5.5 Units/Acre	34.72	32,816	176		Low Density - 2 to 5.5 Units/Acre		
	Regional Commercial	21.88	464,768			Regional Commercial		
	Educational Use	74.20	0			Educational Use		4.07
	Parks and Open Space	6.15	0			Parks and Open Space		
		136.95	***497,584***	***176***				
3					3			
	Low Density - 2 to 5.5 Units/Acre	35.32	0	230		Low Density - 2 to 5.5 Units/Acre		
	Medium Density - 6 to 20 Units/Acre	27.74	0	164		Medium Density - 6 to 20 Units/Acre		
	Light Industrial	9.98	187,266			Light Industrial		
	Public and Quasi-Public	1.24	0			Public and Quasi-Public		
	ROW	0.11				ROW		
		74.39	***187,266***	***394***				
4					4			
	Industrial / Commercial	5.01	39,465			Industrial / Commercial		
	Low Density - 2 to 5.5 Units/Acre	9.21	0	69		Low Density - 2 to 5.5 Units/Acre		
	Community Commercial	0.46	1,596			Community Commercial		
	Light Industrial	9.63	272,093			Light Industrial		0.25
	Educational Use	44.53	0			Educational Use		
	Parks and Open Space	3.49	0			Parks and Open Space		
	Utility and Flood Control Rights-of-Way	6.93	41,600			Utility and Flood Control Rights-of-Way		
	Railroad	4.94	0			Railroad		
		84.20	***354,754***	***69***				
5					5			
	Low Density - 2 to 5.5 Units/Acre	25.92		239		Low Density - 2 to 5.5 Units/Acre		
	Medium Density - 6 to 20 Units/Acre	7.04		104		Medium Density - 6 to 20 Units/Acre		
	Regional Commercial	7.70	42,080			Regional Commercial		
	Light Industrial	28.85	293,481			Light Industrial	4.22	14.21
	Educational Use	30.10	178,386			Educational Use		
	Utility and Flood Control Rights-of-Way	17.99	0			Utility and Flood Control Rights-of-Way		
	Railroad	2.15	0			Railroad		
		119.75	***513,947***	***343***				
6					6			
	Industrial / Commercial	19.48	420,947			Industrial / Commercial		
	Low Density - 2 to 5.5 Units/Acre	42.65		318		Low Density - 2 to 5.5 Units/Acre	0.84	

Existing and Projection Land Use Numbers
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Regional Commercial	37.02	509,625		Regional Commercial
Parks and Open Space	9.93	7,793		Parks and Open Space
Railroad	7.95	0		Railroad
	117.03	***938,365***	***318***	

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Block	Land Use Designation	Acres	Existing SF	Existing Units	Block	Land Use Designation	Vacant Acres	Underutilized Acres
7					7			
	Low Density - 2 to 5.5 Units/Acre	38.24	0	279		Low Density - 2 to 5.5 Units/Acre		
	Medium Density - 6 to 20 Units/Acre	6.51		144		Medium Density - 6 to 20 Units/Acre		
	Community Commercial	8.05	95,935			Community Commercial	0.51	8.05
	Regional Commercial	44.72	453,861	72		Regional Commercial		
	Parks and Open Space	6.24	0			Parks and Open Space		
	Utility and Flood Control Rights-of-Way	24.84	0			Utility and Flood Control Rights-of-Way		
		128.60	***549,796***	***495***				
8					8			
	Regional Commercial	150.24	1,645,868			Regional Commercial		
		150.24	***1,645,868***					
9					9			
	Regional Commercial	1.95	27,986			Regional Commercial	0.43	
	Light Industrial	7.00	143,378			Light Industrial		
	Parks and Open Space	28.84	11,682			Parks and Open Space		
	Utility and Flood Control Rights-of-Way	65.42	0			Utility and Flood Control Rights-of-Way		
	ROW	0.69	0			ROW		
		103.90	***183,046***					
10					10			
	Low Density - 2 to 5.5 Units/Acre	98.41	0	725		Low Density - 2 to 5.5 Units/Acre		
	Community Commercial	0.52	1,731			Community Commercial		
	Regional Commercial	9.12	63,718			Regional Commercial		
	Utility and Flood Control Rights-of-Way	1.57	0			Utility and Flood Control Rights-of-Way		
		109.62	***65,449***	***725***				
11					11			
	Low Density - 2 to 5.5 Units/Acre	23.08		176		Low Density - 2 to 5.5 Units/Acre		
	Educational Use	27.23	0			Educational Use		
	Parks and Open Space	10.42	0			Parks and Open Space		
	Utility and Flood Control Rights-of-Way	3.53	0			Utility and Flood Control Rights-of-Way		
		64.26	***0***	***176***				
12					12			
	Low Density - 2 to 5.5 Units/Acre	107.25	0	637		Low Density - 2 to 5.5 Units/Acre		
	Regional Commercial	16.16	146,973			Regional Commercial		
	Educational Use	11.51	0			Educational Use		
		134.92	***146,973***	***637***				
13					13			
	Industrial / Commercial	4.34	75,664			Industrial / Commercial		3.59
	Low Density - 2 to 5.5 Units/Acre	102.53	0	779		Low Density - 2 to 5.5 Units/Acre		
	Community Commercial	16.14	172,322			Community Commercial		1.08
	Educational Use	9.26	0			Educational Use		
	Public and Quasi-Public	0.49	58,046			Public and Quasi-Public		
	Utility and Flood Control Rights-of-Way	1.45	0			Utility and Flood Control Rights-of-Way		
	Railroad	10.54	0			Railroad		
		144.75	***306,032***	***779***				

Existing and Projection Land Use Numbers
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Block	Land Use Designation	Acres	Existing SF	Existing Units	Block	Land Use Designation	Vacant Acres	Underutilized Acres
14					14			
	Low Density - 2 to 5.5 Units/Acre	44.36	24,524	280		Low Density - 2 to 5.5 Units/Acre		
	Medium Density - 6 to 20 Units/Acre	4.39	0	98		Medium Density - 6 to 20 Units/Acre		
	Community Commercial	8.55	72,600			Community Commercial	0.43	3.37
	Educational Use	11.61	0			Educational Use		
	Parks and Open Space	5.15	0			Parks and Open Space		
	Utility and Flood Control Rights-of-Way	6.47	0			Utility and Flood Control Rights-of-Way		
		80.53	***97,124***	***378***				
15					15			
	Low Density - 2 to 5.5 Units/Acre	39.25	0	267		Low Density - 2 to 5.5 Units/Acre		
	Educational Use	18.38	0			Educational Use		
	Utility and Flood Control Rights-of-Way	10.41	0			Utility and Flood Control Rights-of-Way		
	Railroad	1.30	0			Railroad		
		69.34	***0***	***267***				
16					16			
	Low Density - 2 to 5.5 Units/Acre	10.51		62		Low Density - 2 to 5.5 Units/Acre		
	Community Commercial	10.36	99,200			Community Commercial		
	Parks and Open Space	52.32	0			Parks and Open Space		
	Utility and Flood Control Rights-of-Way	10.50	0			Utility and Flood Control Rights-of-Way		
	Railroad	3.87	0			Railroad		
		87.56	***99,200***	***62***				
17					17			
	Low Density - 2 to 5.5 Units/Acre	79.30	19,008	598		Low Density - 2 to 5.5 Units/Acre		
	Medium Density - 6 to 20 Units/Acre	6.24	0	126		Medium Density - 6 to 20 Units/Acre		
	Office - Professional Commercial	0.90	10,500			Office - Professional Commercial		
	Community Commercial	0.51	2,044			Community Commercial	0.957	
	Parks and Open Space	3.69	0			Parks and Open Space		
	Utility and Flood Control Rights-of-Way	21.32	0			Utility and Flood Control Rights-of-Way		
		111.96	***31,552***	***724***				
18					18			
	Private Road	15.28	0			Private Road		
	Low Density - 2 to 5.5 Units/Acre	102.86	0	458		Low Density - 2 to 5.5 Units/Acre	0.52	
	Community Commercial	0.15	10,105			Community Commercial		
	Parks and Open Space	41.01	0			Parks and Open Space		
	Utility and Flood Control Rights-of-Way	1.20	0			Utility and Flood Control Rights-of-Way		
		160.50	***10,105***	***458***				
19					19			
	Low Density - 2 to 5.5 Units/Acre	92.18	13,290	510		Low Density - 2 to 5.5 Units/Acre		2.12
	Office - Professional Commercial	0.58	4,690			Office - Professional Commercial		
	Community Commercial	5.29	41,839			Community Commercial		
	Educational Use	10.48	0			Educational Use		
	Parks and Open Space	3.83	23,500			Parks and Open Space		
	Utility and Flood Control Rights-of-Way	4.94	0			Utility and Flood Control Rights-of-Way		
	Railroad	5.92	0			Railroad		

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	ROW	0.07	0		ROW
		123.29	***83,319***	***510***	
20					20
	Low Density - 2 to 5.5 Units/Acre	96.62	915	427	Low Density - 2 to 5.5 Units/Acre
	Educational Use	39.37	0		Educational Use
		135.99	***915***	***427***	

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Block	Land Use Designation	Acres	Existing SF	Existing Units	Block	Land Use Designation	Vacant Acres	Underutilized Acres
21					21			
	Low Density - 2 to 5.5 Units/Acre	89.90	7,546	680		Low Density - 2 to 5.5 Units/Acre		
	Office - Professional Commercial	2.50	48,378			Office - Professional Commercial		
	Educational Use	9.44	0			Educational Use		
	Parks and Open Space	15.33	0	1		Parks and Open Space		
		117.17	***55,924***	***681***				
22					22			
	Low Density - 2 to 5.5 Units/Acre	74.31	10,305	575		Low Density - 2 to 5.5 Units/Acre		
	Medium Density - 6 to 20 Units/Acre	9.38		344		Medium Density - 6 to 20 Units/Acre		
	Community Commercial	23.22	768,043			Community Commercial		
	Parks and Open Space	0.65	0			Parks and Open Space		
		107.56	***778,348***	***919***				
23					23			
	Low Density - 2 to 5.5 Units/Acre	63.66	0	483		Low Density - 2 to 5.5 Units/Acre	0.52	
	Community Commercial	0.00	0			Community Commercial	0.96	
	Educational Use	9.30	0			Educational Use		
	Utility and Flood Control Rights-of-Way	5.55	0			Utility and Flood Control Rights-of-Way		
		78.51	***0***	***483***				
24					24			
	Low Density - 2 to 5.5 Units/Acre	49.73		401		Low Density - 2 to 5.5 Units/Acre		
	Office - Professional Commercial	0.00	0			Office - Professional Commercial	0.87	
	Light Industrial	57.96	1,311,309			Light Industrial		
	Utility and Flood Control Rights-of-Way	11.94	0			Utility and Flood Control Rights-of-Way		
		119.63	***1,311,309***	***401***				
25					25			
	Low Density - 2 to 5.5 Units/Acre	97.65	5,598	781		Low Density - 2 to 5.5 Units/Acre		
	Office - Professional Commercial	0.51	5,989			Office - Professional Commercial		
	Community Commercial	5.06	57,388			Community Commercial	0.52	5.05
	Educational Use	4.52	7,724			Educational Use		
	Public and Quasi-Public	1.86	0			Public and Quasi-Public		
	Parks and Open Space	3.85	0			Parks and Open Space		
		113.45	***76,699***	***781***				
26					26			
	Low Density - 2 to 5.5 Units/Acre	95.01	0	731		Low Density - 2 to 5.5 Units/Acre		
	Office - Professional Commercial	4.68	93,652			Office - Professional Commercial	0.5	
	Parks and Open Space	1.48	0			Parks and Open Space		
		101.17	***93,652***	***731***				
27					27			
	Community Commercial	5.41	55,896			Community Commercial		
	Regional Commercial	92.14	2,824,404			Regional Commercial	5.69	
	Parks and Open Space	0.19	0			Parks and Open Space		
		97.74	***2,880,300***					
28					28			
	Low Density - 2 to 5.5 Units/Acre	73.88	25,808	521		Low Density - 2 to 5.5 Units/Acre		

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Educational Use	9.12	0		Educational Use
Public and Quasi-Public	11.43	75,628		Public and Quasi-Public
Parks and Open Space	0.81	0		Parks and Open Space
	95.24	***101,436***	***521***	

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Block	Land Use Designation	Acres	Existing SF	Existing Units	Block	Land Use Designation	Vacant Acres	Underutilized Acres
29					29			
	Low Density - 2 to 5.5 Units/Acre	21.28	0	141		Low Density - 2 to 5.5 Units/Acre		2
	Medium Density - 6 to 20 Units/Acre	5.71	0	58		Medium Density - 6 to 20 Units/Acre		
	Office - Professional Commercial	1.24	18,612			Office - Professional Commercial		
	Community Commercial	0.82	2,819			Community Commercial		
	Light Industrial	15.84	292,566			Light Industrial		
	Educational Use	10.28	0			Educational Use		
	Parks and Open Space	0.00	0			Parks and Open Space	1.33	
		55.17	***313,997***	***199***				
30					30			
	Low Density - 2 to 5.5 Units/Acre	30.50		212		Low Density - 2 to 5.5 Units/Acre		
	Medium Density - 6 to 20 Units/Acre	23.91		552		Medium Density - 6 to 20 Units/Acre		
	Community Commercial	10.60	85,393			Community Commercial		
	Educational Use	30.18	0			Educational Use		15.6
		95.19	***85,393***	***764***				
31					31			
	Low Density - 2 to 5.5 Units/Acre	97.14	0	712		Low Density - 2 to 5.5 Units/Acre		
	Medium Density - 6 to 20 Units/Acre	2.21	0	16		Medium Density - 6 to 20 Units/Acre		
	Educational Use	8.92	0			Educational Use		
	Public and Quasi-Public	0.16	0			Public and Quasi-Public		
	Parks and Open Space	2.65	0			Parks and Open Space		
		111.08	***0***	***728***				
32					32			
	Private Road	2.96	0			Private Road		
	Low Density - 2 to 5.5 Units/Acre	64.51		487		Low Density - 2 to 5.5 Units/Acre		
	Office - Professional Commercial	2.35	39,592			Office - Professional Commercial		
	Community Commercial	5.74	50,967			Community Commercial		5.18
	Educational Use	25.06	0			Educational Use		
	Parks and Open Space	30.01	0			Parks and Open Space		
		130.63	***90,559***	***487***				
33					33			
	Low Density - 2 to 5.5 Units/Acre	102.17		804		Low Density - 2 to 5.5 Units/Acre		
	Office - Professional Commercial	1.42	19,640			Office - Professional Commercial		
	Community Commercial	0.00	0			Community Commercial	0.48	
	Educational Use	8.80	0			Educational Use		
	Public and Quasi-Public	0.28	0			Public and Quasi-Public		
		112.67	***19,640***	***804***				
34					34			
	Light Industrial	131.00	2,739,255			Light Industrial		
	Utility and Flood Control Rights-of-Way	14.38	0			Utility and Flood Control Rights-of-Way		
		145.38	***2,739,255***					
35					35			
	Light Industrial	69.90	1,149,786			Light Industrial	3.79	

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Public and Quasi-Public	6.24	3,992	Public and Quasi-Public
Utility and Flood Control Rights-of-Way	7.41	0	Utility and Flood Control Rights-of-Way
Railroad	7.08	0	Railroad
	90.63	***1,153,778***	

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Block	Land Use Designation	Acres	Existing SF	Existing Units	Block	Land Use Designation	Vacant Acres	Underutilized Acres
36					36			
	Low Density - 2 to 5.5 Units/Acre	38.10	0	265		Low Density - 2 to 5.5 Units/Acre		
	Medium Density - 6 to 20 Units/Acre	6.93		168		Medium Density - 6 to 20 Units/Acre		
	Light Industrial	67.35	1,584,770			Light Industrial		
	Educational Use	11.20	0			Educational Use		
	Parks and Open Space	5.17	0			Parks and Open Space		
		128.75	***1,584,770***	***433***				
37					37			
	Light Industrial	135.59	247,685			Light Industrial	3.12	1.08
		135.59	***247,685***					
38					38			
	Light Industrial	130.37	2,521,023			Light Industrial		
		130.37	***2,521,023***					
39					39			
	Medium Density - 6 to 20 Units/Acre	108.76	0	822		Medium Density - 6 to 20 Units/Acre		
	Public and Quasi-Public	0.10	0			Public and Quasi-Public		
	Parks and Open Space	1.92	0			Parks and Open Space		
		110.78	***0***	***822***				

Block	Land Use Designation	Acres	Existing SF	Existing Units		Vacant Acres	Underutilized Acres
	Total	**4,330.93**	**20,366,222**	**15,692**	**Total**	**26.62**	**65.65**

Notes:
GIS Data: 4358.98 AC
The difference in total acres (between total buildout acres and total acres summed from the Gis Data) is a result from calculating "square feet" into acres and rounding off to two decimal points.)

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Summary by Land Use Designation

Block	Land Use Designation	Acres	Existing SF	Existing Units	Vacant Acres	Underutilized Acres
	Community Commercial	100.88	1,517,878	0	3.86	22.73
	Educational Use	403.49	186,110	0	0.00	19.67
	Light Industrial	697.85	11,343,771	0	12.06	15.54
	Low Density - 2 to 5.5 Units/Acre	1,880.25	139,810	13,023	1.88	4.12
	Medium Density - 6 to 20 Units/Acre	208.82	0	2,596	0.00	0.00
	Not A Part	9.31	0	0	0.00	0.00
	Office - Professional Commercial	14.18	241,053	0	1.37	0.00
	Parks and Open Space	278.37	42,975	1	1.33	0.00
	Private Road	18.24	0	0	0.00	0.00
	Public and Quasi-Public	21.80	137,666	0	0.00	0.00
	Railroad	43.75	0	0	0.00	0.00
	Regional Commercial	380.93	6,179,283	72	6.12	0.00
	Utility and Flood Control Rights-of-Way	243.36	41,600	0	0.00	0.00
	ROW	0.87	0	0	0.00	0.00
	Industrial Commercial	28.83	536,076	0	0.00	3.59
	Total	**4,330.93**	**20,366,222**	**15,692**	**26.62**	**65.65**

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Potential SF	MaximumFAR	Potential Units	Block	Land Use Designation	Total Acres	Buildout SF	Buildout Units	Notes
			0					
				Not A Part	9.31	0	0	These are just slivers of ROW parcels
					9.31	***0***	***0***	
			1					
44,562	1.1			Light Industrial	35.31	645,721	0	See Map - Parcels of Interest Site #1
				Parks and Open Space	45.24	0	0	
				Utility and Flood Control Rights-of-Way	27.51	0	0	
					108.06	**645,721**	**0**	
			2					
				Low Density - 2 to 5.5 Units/Acre	34.72	32,816	176	
				Regional Commercial	21.88	464,768	0	
		150		Educational Use	74.20	0	150	Congregate Care for Seniors
				Parks and Open Space	6.15	0	0	See Map - Parcels of Interest Site #2
					136.95	**497,584**	**326**	
			3					
				Low Density - 2 to 5.5 Units/Acre	35.32	0	230	
				Medium Density - 6 to 20 Units/Acre	27.74	0	164	
				Light Industrial	9.98	187,266	0	
				Public and Quasi-Public	1.24	0	0	
				ROW	0.11	0	0	
					74.39	**187,266**	**394**	
			4					
				Industrial / Commercial	5.01	39,465	0	
				Low Density - 2 to 5.5 Units/Acre	9.21	0	69	
				Community Commercial	0.46	1,596	0	
11,117	1.10			Light Industrial	9.63	283,210	0	See Map - Parcels of Interest Site #3
				Educational Use	44.53	0	0	
				Parks and Open Space	3.49	0	0	
				Utility and Flood Control Rights-of-Way	6.93	41,600	0	
				Railroad	4.94	0	0	
					84.20	**365,871**	**69**	
			5					
				Low Density - 2 to 5.5 Units/Acre	25.92	0	239	
				Medium Density - 6 to 20 Units/Acre	7.04	0	104	
				Regional Commercial	7.70	42,080	0	
3,186	1.10			Light Industrial	33.07	296,667	0	See Map - Parcels of Interest Site #4, 5, and 6
				Educational Use	30.10	178,386	0	
				Utility and Flood Control Rights-of-Way	17.99	0	0	
				Railroad	2.15	0	0	
					123.97	**517,133**	**343**	
			6					
				Industrial / Commercial	19.48	420,947	0	
		5		Low Density - 2 to 5.5 Units/Acre	43.49	0	323	See Map - Parcels of Interest Site #7

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Regional Commercial	37.02	509,625	0	Los Cerritos Mall
Parks and Open Space	9.93	7,793	0	
Railroad	7.95	0	0	
	117.87	**938,365**	**323**	

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Potential SF	MaximumFAR	Potential Units	Block	Land Use Designation	Total Acres	Buildout SF	Buildout Units	Notes
			7					
				Low Density - 2 to 5.5 Units/Acre	38.24	0	279	
				Medium Density - 6 to 20 Units/Acre	6.51	0	144	
276,939	1.00			Community Commercial	8.56	372,874	0	See Map - Parcels of Interest Site #8
				Regional Commercial	44.72	453,861	72	Auto Center
				Parks and Open Space	6.24	0	0	
				Utility and Flood Control Rights-of-Way	24.84	0	0	
					129.11	**826,735**	**495**	
			8					
				Regional Commercial	150.24	1,645,868	0	Los Cerritos Mall
					150.24	***1,645,868***	0	
			9					
46,827	2.50			Regional Commercial	2.38	74,813	0	See Map - Parcels of Interest Site #9
				Light Industrial	7.00	143,378	0	
				Parks and Open Space	28.84	11,682	0	
				Utility and Flood Control Rights-of-Way	65.42	0	0	
				ROW	0.69	0	0	
					104.33	**229,873**	**0**	
			10					
				Low Density - 2 to 5.5 Units/Acre	98.41	0	725	
				Community Commercial	0.52	1,731	0	
				Regional Commercial	9.12	63,718	0	
				Utility and Flood Control Rights-of-Way	1.57	0	0	
					109.62	**65,449**	**725**	
			11					
				Low Density - 2 to 5.5 Units/Acre	23.08	0	176	
				Educational Use	27.23	0	0	
				Parks and Open Space	10.42	0	0	
				Utility and Flood Control Rights-of-Way	3.53	0	0	
					64.26	**0**	**176**	
			12					
				Low Density - 2 to 5.5 Units/Acre	107.25	0	637	
				Regional Commercial	16.16	146,973	0	
				Educational Use	11.51	0	0	
					134.92	**146,973**	**637**	
			13					
107,154	1.10			Industrial / Commercial	4.34	182,818	0	See Map - Parcels of Interest Site #11
				Low Density - 2 to 5.5 Units/Acre	102.53	0	779	
4,925	1.00			Community Commercial	16.14	177,247	0	See Map - Parcels of Interest Site #10
				Educational Use	9.26	0	0	
				Public and Quasi-Public	0.49	58,046	0	
				Utility and Flood Control Rights-of-Way	1.45	0	0	
				Railroad	10.54	0	0	
					144.75	**418,111**	**779**	

Existing and Projection Land Use Numbers
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Potential SF	MaximumFAR	Potential Units	Block	Land Use Designation	Total Acres	Buildout SF	Buildout Units	Notes
			14					
				Low Density - 2 to 5.5 Units/Acre	44.36	24,524	280	
				Medium Density - 6 to 20 Units/Acre	4.39	0	98	Pioneer Villas
152,603	1.00			Community Commercial	8.98	225,203	0	See Map - Parcels of Interest Site #12, 13, 14,
				Educational Use	11.61	0	0	and 15
				Parks and Open Space	5.15	0	0	
				Utility and Flood Control Rights-of-Way	6.47	0	0	
					80.96	**249,727**	**378**	
			15					
				Low Density - 2 to 5.5 Units/Acre	39.25	0	267	
				Educational Use	18.38	0	0	
				Utility and Flood Control Rights-of-Way	10.41	0	0	
				Railroad	1.30	0	0	
					69.34	**0**	**267**	
			16					
				Low Density - 2 to 5.5 Units/Acre	10.51	0	62	
				Community Commercial	10.36	99,200	0	
				Parks and Open Space	52.32	0	0	
				Utility and Flood Control Rights-of-Way	10.50	0	0	
				Railroad	3.87	0	0	
					87.56	**99,200**	**62**	
			17					
				Low Density - 2 to 5.5 Units/Acre	79.30	19,008	598	
				Medium Density - 6 to 20 Units/Acre	6.24	0	126	Emerald Villas
				Office - Professional Commercial	0.90	10,500	0	
41,687	1.00			Community Commercial	1.47	43,731	0	
				Parks and Open Space	3.69	0	0	
				Utility and Flood Control Rights-of-Way	21.32	0	0	
					112.92	**73,239**	**724**	
			18					
				Private Road	15.28	0	0	
		3		Low Density - 2 to 5.5 Units/Acre	103.38	0	461	See Map - Parcels of Interest Site #17
				Community Commercial	0.15	10,105	0	
				Parks and Open Space	41.01	0	0	
				Utility and Flood Control Rights-of-Way	1.20	0	0	
					161.02	**10,105**	**461**	
			19					
		8		Low Density - 2 to 5.5 Units/Acre	92.18	13,290	518	
				Office - Professional Commercial	0.58	4,690	0	See Map - Parcels of Interest Site #16
				Community Commercial	5.29	41,839	0	
				Educational Use	10.48	0	0	
				Parks and Open Space	3.83	23,500	0	Pat Nixon Senior Center
				Utility and Flood Control Rights-of-Way	4.94	0	0	
				Railroad	5.92	0	0	

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	ROW	0.07	0	0
		123.29	**83,319**	**518**
20				
	Low Density - 2 to 5.5 Units/Acre	96.62	915	427
	Educational Use	39.37	0	0
		135.99	**915**	**427**

Existing and Projection Land Use Numbers
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Potential SF	MaximumFAR	Potential Units	Block	Land Use Designation	Total Acres	Buildout SF	Buildout Units	Notes
			21					
				Low Density - 2 to 5.5 Units/Acre	89.90	7,546	680	
				Office - Professional Commercial	2.50	48,378	0	
				Educational Use	9.44	0	0	
				Parks and Open Space	15.33	0	1	
					117.17	**55,924**	**681**	
			22					
				Low Density - 2 to 5.5 Units/Acre	74.31	10,305	575	
				Medium Density - 6 to 20 Units/Acre	9.38	0	344	
				Community Commercial	23.22	768,043	0	
				Parks and Open Space	0.65	0	0	
					107.56	**778,348**	**919**	
			23					
		3		Low Density - 2 to 5.5 Units/Acre	64.18	0	486	See Map - Parcels of Interest Site #21
41,818	1.00			Community Commercial	0.96	41,818	0	See Map - Parcels of Interest Site #18
				Educational Use	9.30	0	0	
				Utility and Flood Control Rights-of-Way	5.55	0	0	
					79.99	**41,818**	**486**	
			24					
				Low Density - 2 to 5.5 Units/Acre	49.73	0	401	
94,743	2.50			Office - Professional Commercial	0.87	94,743	0	See Map - Parcels of Interest Site #26
				Light Industrial	57.96	1,311,309	0	
				Utility and Flood Control Rights-of-Way	11.94	0	0	
					120.50	**1,406,052**	**401**	
			25					
				Low Density - 2 to 5.5 Units/Acre	97.65	5,598	781	
				Office - Professional Commercial	0.51	5,989	0	
185,241	1.00			Community Commercial	5.58	242,629	0	See Map - Parcels of Interest Site #25
				Educational Use	4.52	7,724	0	
				Public and Quasi-Public	1.86	0	0	
				Parks and Open Space	3.85	0	0	
					113.97	**261,940**	**781**	
			26					
				Low Density - 2 to 5.5 Units/Acre	95.01	0	731	
54,450	2.50			Office - Professional Commercial	5.18	148,102	0	See Map - Parcels of Interest Site #22
				Parks and Open Space	1.48	0	0	
					101.67	**148,102**	**731**	
			27					
				Community Commercial	5.41	55,896	0	Shopping Center
619,641	2.50			Regional Commercial	97.83	3,444,045	0	See Map - Parcels of Interest Site #19 and 20
				Parks and Open Space	0.19	0	0	
					103.43	**3,499,941**	**0**	
			28					
				Low Density - 2 to 5.5 Units/Acre	73.88	25,808	521	

Existing and Projection Land Use Numbers
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Educational Use	9.12	0	0	
Public and Quasi-Public	11.43	75,628	0	City Hall andLlibrary
Parks and Open Space	0.81	0	0	
	95.24	**101,436**	**521**	

Existing and Projection Land Use Numbers
Cerritos General Plan Update
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Potential SF	MaximumFAR	Potential Units	Block	Land Use Designation	Total Acres	Buildout SF	Buildout Units	Notes
			29					
		11		Low Density - 2 to 5.5 Units/Acre	21.28	0	152	See Map - Parcels of Interest Site #33
				Medium Density - 6 to 20 Units/Acre	5.71	0	58	
				Office - Professional Commercial	1.24	18,612	0	
				Community Commercial	0.82	2,819	0	
				Light Industrial	15.84	292,566	0	
				Educational Use	10.28	0	0	
				Parks and Open Space	1.33	0	0	
					56.50	**313,997**	**210**	
			30					
				Low Density - 2 to 5.5 Units/Acre	30.50	0	212	
				Medium Density - 6 to 20 Units/Acre	23.91	0	552	
				Community Commercial	10.60	85,393	0	
169,884	0.25			Educational Use	30.18	169,884	0	See Map - Parcels of Interest Site #31
					95.19	**255,277**	**764**	
			31					
				Low Density - 2 to 5.5 Units/Acre	97.14	0	712	
				Medium Density - 6 to 20 Units/Acre	2.21	0	16	
				Educational Use	8.92	0	0	
				Public and Quasi-Public	0.16	0	0	
				Parks and Open Space	2.65	0	0	
					111.08	**0**	**728**	
			32					
				Private Road	2.96	0	0	
				Low Density - 2 to 5.5 Units/Acre	64.51	0	487	
				Office - Professional Commercial	2.35	39,592	0	
176,242	1.00			Community Commercial	5.74	227,209	0	See Map - Parcels of Interest Site #23
				Educational Use	25.06	0	0	
				Parks and Open Space	30.01	0	0	
					130.63	**266,801**	**487**	
			33					
				Low Density - 2 to 5.5 Units/Acre	102.17	0	804	
				Office - Professional Commercial	1.42	19,640	0	
20,909	1.00			Community Commercial	0.48	20,909	0	See Map - Parcels of Interest Site #24
				Educational Use	8.80	0	0	
				Public and Quasi-Public	0.28	0	0	
					113.15	**40,549**	**804**	
			34					
				Light Industrial	131.00	2,739,255	0	
				Utility and Flood Control Rights-of-Way	14.38	0	0	
					145.38	**2,739,255**	**0**	
			35					
180,034	1.10			Light Industrial	73.69	1,329,820	0	See Map - Parcels of Interest Site #27

Existing and Projection Land Use Numbers
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Public and Quasi-Public	6.24	3,992	0	City Yard
Utility and Flood Control Rights-of-Way	7.41	0	0	
Railroad	7.08	0	0	
	94.42	**1,333,812**	**0**	

Existing and Projection Land Use Numbers
Cerritos General Plan Update
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Potential SF	MaximumFAR	Potential Units	Block	Land Use Designation	Total Acres	Buildout SF	Buildout Units	Notes
			36					
				Low Density - 2 to 5.5 Units/Acre	38.10	0	265	
				Medium Density - 6 to 20 Units/Acre	6.93	0	168	
				Light Industrial	67.35	1,584,770	0	
				Educational Use	11.20	0	0	
				Parks and Open Space	5.17	0	0	
					128.75	**1,584,770**	**433**	
			37					
195,803	1.10			Light Industrial	138.71	443,488	0	See Map - Parcels of Interest Site #28, 29, and 30
					138.71	**443,488**	**0**	
			38					
				Light Industrial	130.37	2,521,023	0	
					130.37	**2,521,023**	**0**	
			39					
				Medium Density - 6 to 20 Units/Acre	108.76	0	822	
				Public and Quasi-Public	0.10	0	0	
				Parks and Open Space	1.92	0	0	
					110.78	**0**	**822**	

Potential SF	Potential Units		Total Buildout Acres	Buildout SF	Buildout Units
2,427,763	**179**	**Total**	**4,357.55**	**22,793,985**	**15,871**

Existing and Projection Land Use Numbers
Cerritos General Plan Update
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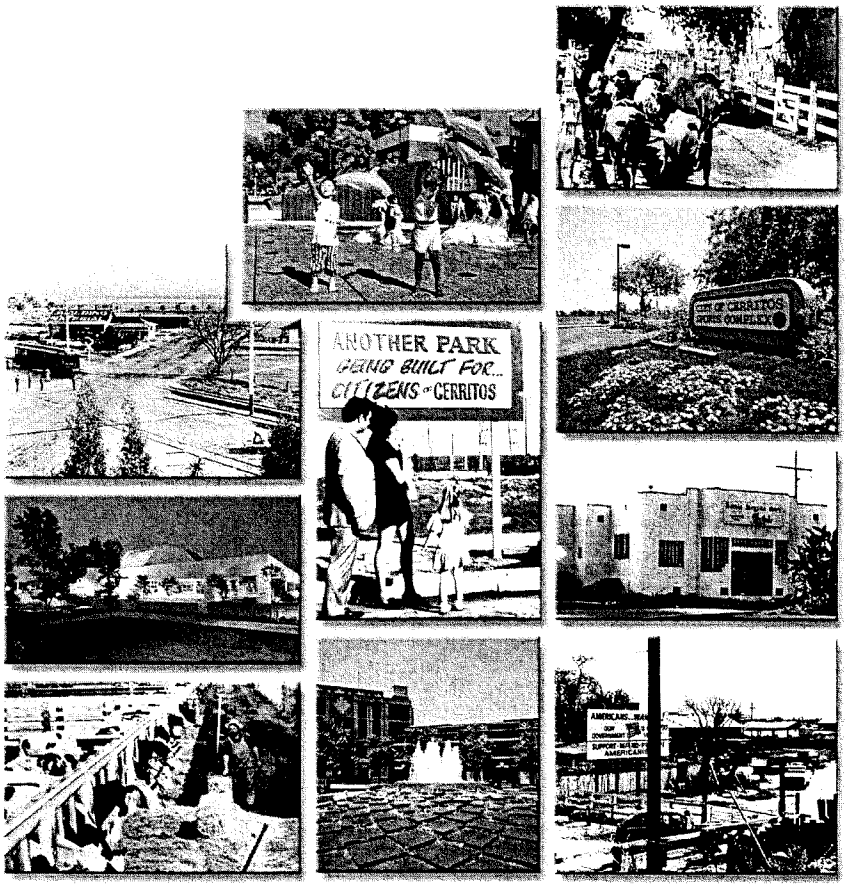
Potential SF	Potential Units	Total Buildout Acres	Buildout SF	Buildout Units
900,363	0	104.74	2,418,241	0
169,884	150	403.49	355,994	150
434,701	0	709.91	11,778,472	0
0	29	1,882.13	139,810	13,052
0	0	208.82	0	2,596
0	0	9.31	0	0
149,193	0	15.55	390,246	0
0	0	279.70	42,975	1
0	0	18.24	0	0
0	0	21.80	137,666	0
0	0	43.75	0	0
666,468	0	387.05	6,845,751	72
0	0	243.36	41,600	0
0	0	0.87	0	0
107,154	0	28.83	643,230	0
2,427,763	**179**	**4,357.55**	**22,793,985**	**15,871**

A CITY WITH VISION

CERRITOS
GENERAL PLAN & EIR

Appendix B
Traffic Analysis



CITY OF CERRITOS

GENERAL PLAN UPDATE

CIRCULATION ELEMENT

CHAPTER 4

CIRCULATION ELEMENT

1. INTRODUCTION

1.1 PURPOSE

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

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

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

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

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

2.0 AUTHORITY FOR THE ELEMENT

Under California State planning law, Government Code section 65302 (b), each City's General Plan must include a Circulation Element. The law sets forth the mandatory requirement for circulation elements, as follows:

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

3.0 SUMMARY OF EXISTING CONDITIONS

3.1 RELATIONSHIP TO OTHER PLANS

Congestion Management Program (CMP)

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

The goal of the CMP is to promote a more coordinated approach to land use and transportation decisions. As part of the requirements for the CMP, a traffic study may be required of certain developments. The Los Angeles County CMP Traffic Impact Analysis (TIA) Requirements state that a TIA will be required for CMP purposes for all proposed developments requiring an Environmental Impact Report (EIR), and analysis is required at all CMP monitored intersections through which the project will generate 50 or more peak hour trips.

The City of Cerritos will be required to show continued compliance with the countywide Congestion Management Program (CMP). In the City of Cerritos, only The Riverside Freeway (SR-91) and the San Gabriel River Freeway (I-605) are CMP facilities on the CMP Highway System. Compliance with the CMP provisions include:

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

SCAG 1989 Air Quality Management Plan

The goal of Southern California Association of Governments (SCAG) 1989 Air Quality Management Plan (AQMP) is to set forth a 20-year action program for meeting improved National Air Quality Standards in the South Coast Air Basin by the year 2007. The South Coast Air Quality Management District (SCAQMD) is the local air quality agency which establishes local air quality goals. A focus on Transportation Demand Management (TDM) throughout the 1980's and early 1990's was designed to reduce peak hour traffic through carpooling, vanpooling, transit and parking incentives, provision of at-work support services, and other programs. As a result of this focus, most cities in Los Angeles County have adopted a Trip Reduction or Emissions Reduction Ordinance. Section 10.34 of the City of Cerritos Municipal Code references the City's Mobile Source Air Pollution Reduction Ordinance, in pursuit of the SCAG and the SCAQMD goals.

Regional Mobility Plan

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

- Growth management
- Transportation demand management
- Transportation system management
- Facilities development

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

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

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

Regional Coordination

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

3.2 EXISTING CONDITIONS

Setting And Existing Circulation System

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

REGIONAL ACCESS

The regional setting of the City of Cerritos is presented in **Exhibit C-1**.

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

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

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

LOCAL ACCESS

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

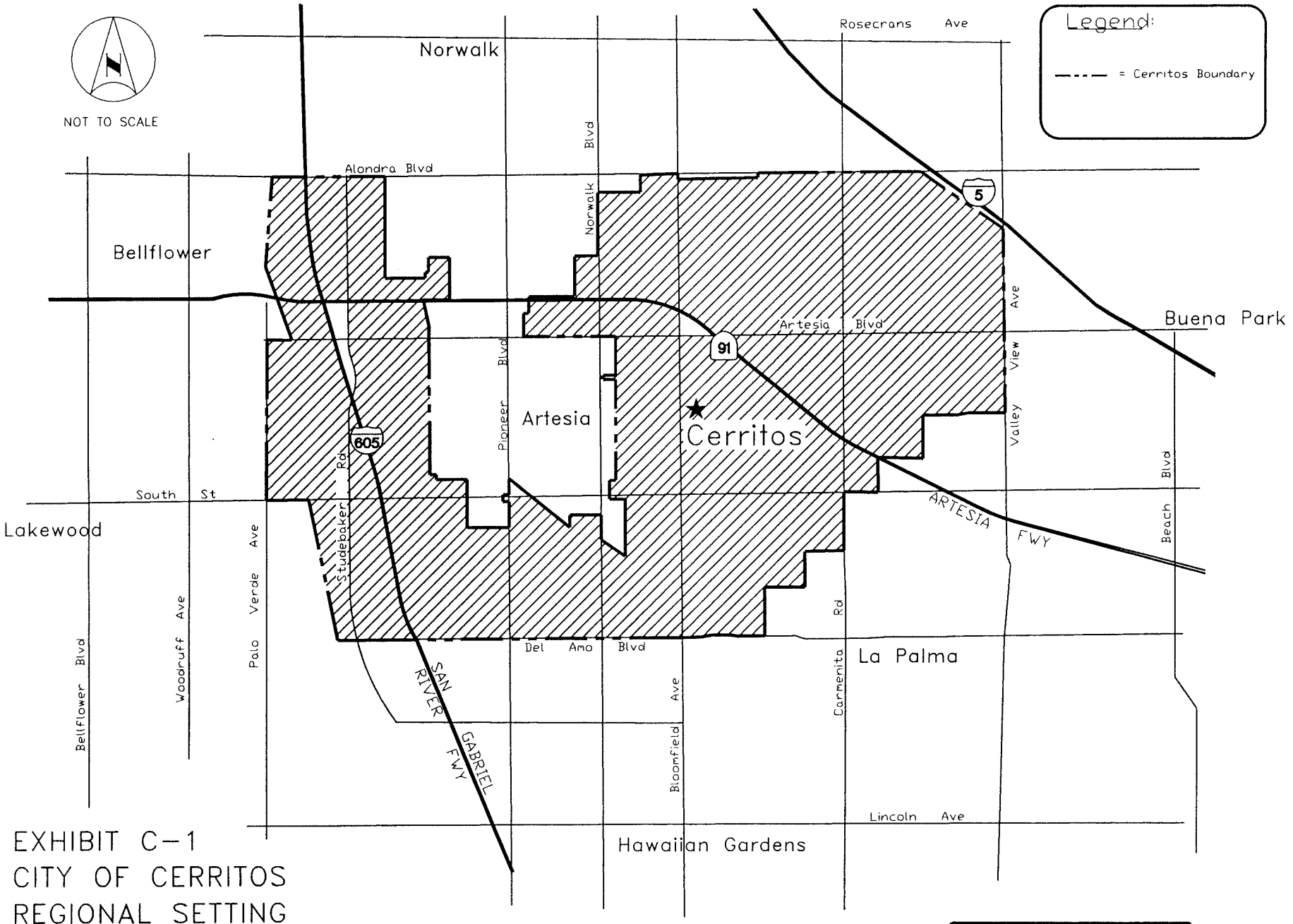


EXHIBIT C-1
CITY OF CERRITOS
REGIONAL SETTING

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Kimley-Horn and Associates, Inc.

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

ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

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

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

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

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

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

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

Table C-1 and **Exhibit C-2** indicate the existing functional classification for the arterial roadways in the City of Cerritos, the total number of lanes for each arterial, and whether a center divider is provided.

TABLE C-1
City of Cerritos Existing Functional Classification of Roadways

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

Public Transportation Services

The City of Cerritos is well served by public transit systems. The City provides two local city transit services – Cerritos on Wheels (COW), and Cerritos Dial-a-Ride. In addition, the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Orange County Transportation Authority (OCTA), Long Beach Transit (LBT), and Norwalk Transit (NT) all operate routes that extend into or through the City of Cerritos. The City's services as well as the routes of the other operators converge at Los Cerritos Center, making it possible for passengers to transfer from one route to another and from one transit operator to another. LACMTA buses provide a connection to Metrolink service in Fullerton. LBT buses provide connections to the Metro Green Line in Norwalk and the Metro Blue Line in Long Beach. NT also provides a connection to the Metro Green Line in Norwalk.

Exhibit C-3 illustrates the bus routes currently operated by the City and the other transit operators

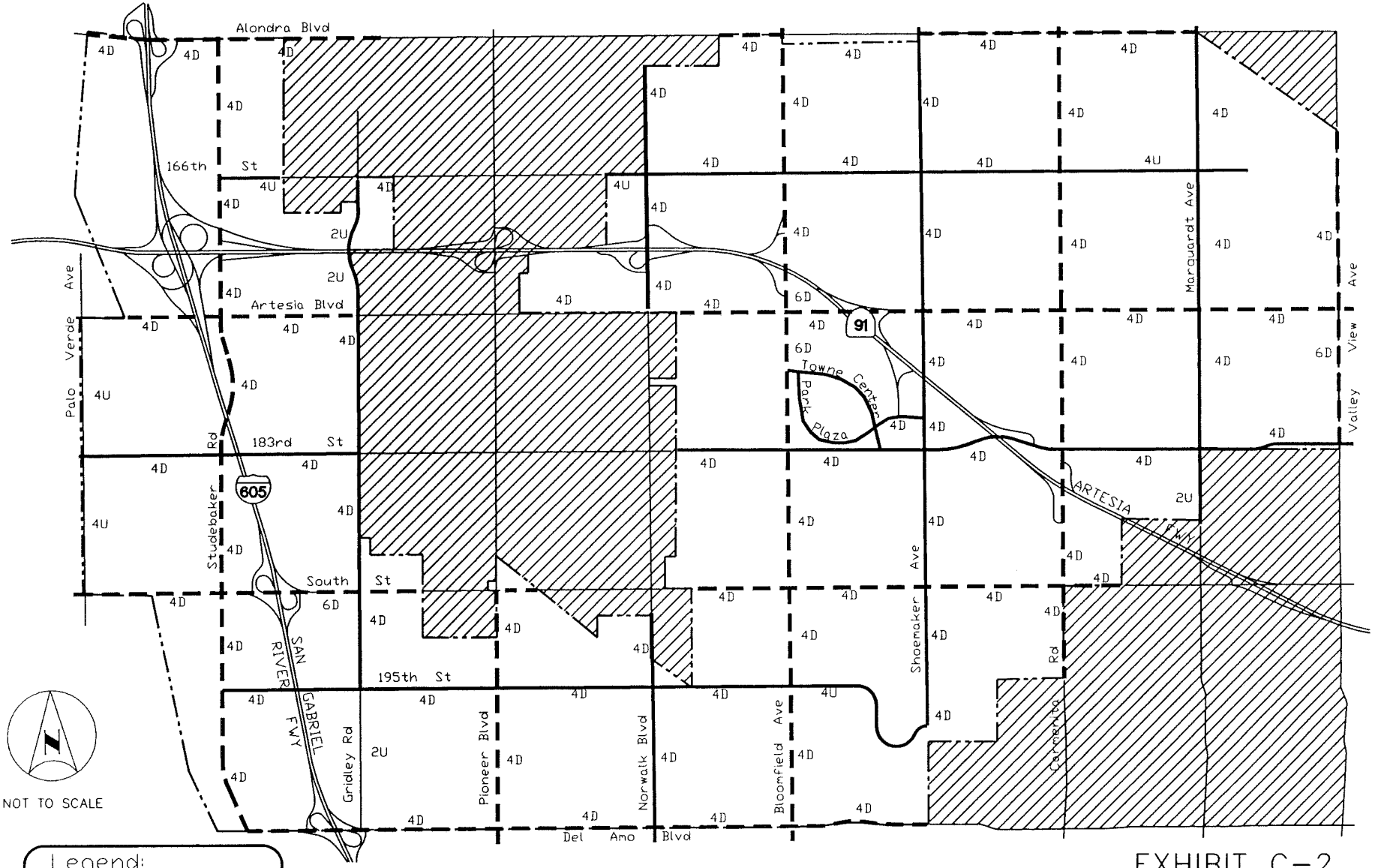

EXHIBIT C-2
CITY OF CERRITOS
FUNCTIONAL ROADWAY CLASSIFICATIONS
(EXISTING GENERAL PLAN)

Kimley-Horn and Associates, Inc.

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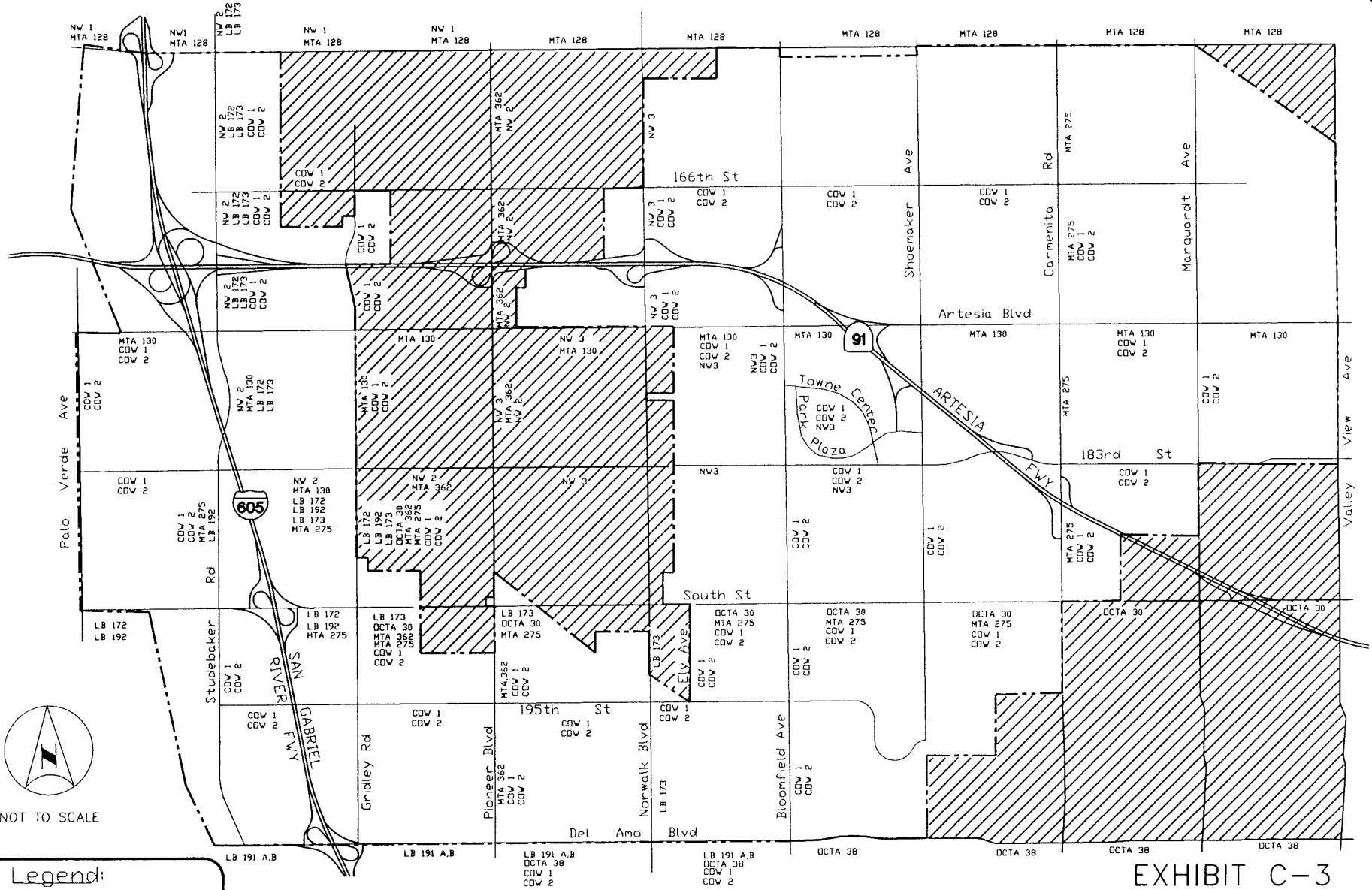

EXHIBIT C-3
CITY OF CERRITOS
PUBLIC TRANSPORTATION SERVICES

EFFECTIVE: FALL, 2002

Kimley-Horn and Associates, Inc.

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Bicycle And Pedestrian Facilities

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

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

Truck Routes

The City of Cerritos has designated selected roadways as truck routes to provide for the regulated movement of trucks through the City. The designation of truck routes is intended to route truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise and other impacts would not be considered nuisances. Roadways providing access to the freeways are the most likely candidates for truck route designation. The designated truck routes in Cerritos are illustrated in **Exhibit C-4.** The designation of truck routes does not prevent trucks from using other roads or streets to make deliveries or for other reasons as defined in the Motor Vehicle Code of the State of California.

3.2 ANALYSIS OF EXISTING OPERATING CONDITIONS

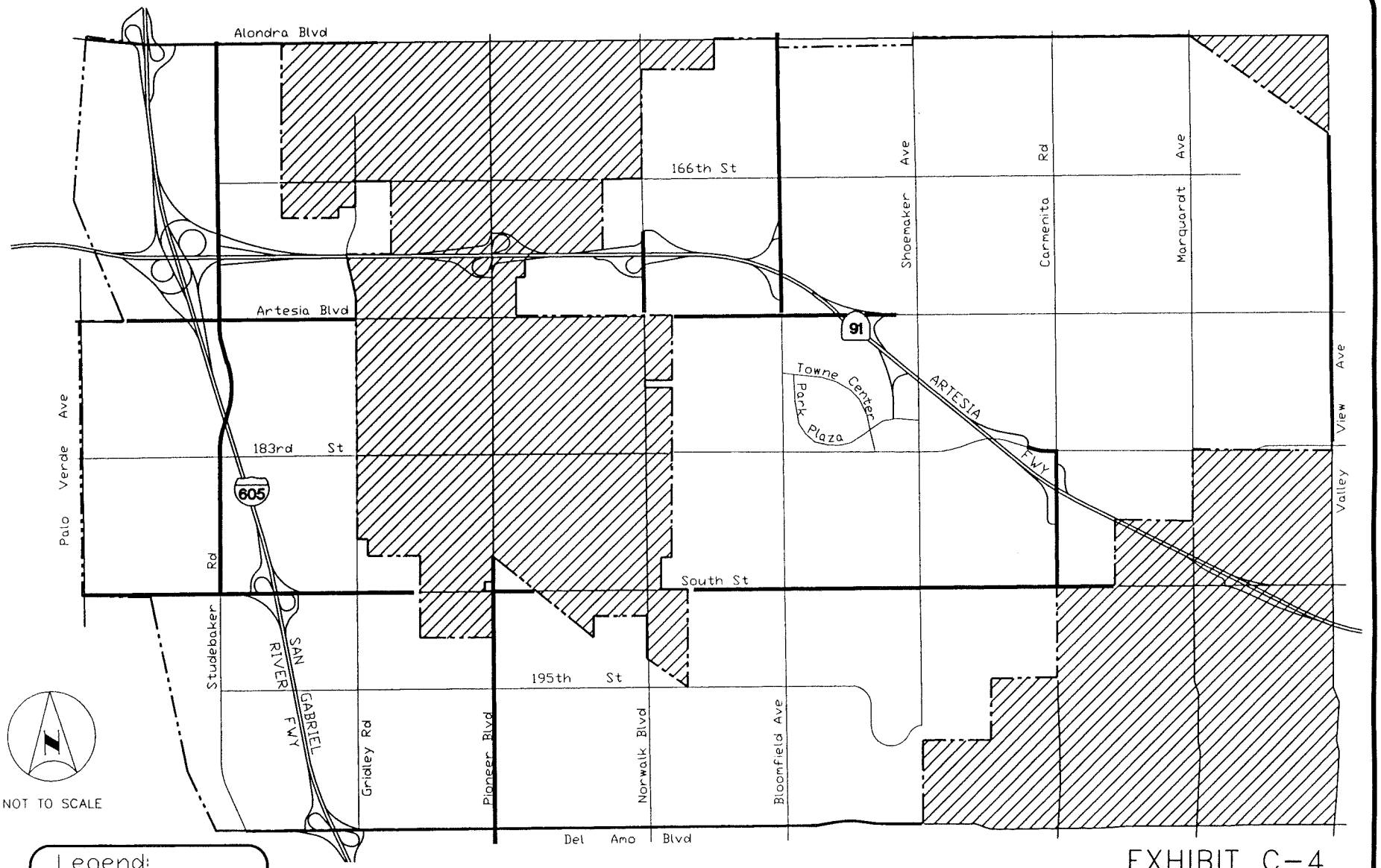
Daily Traffic Conditions

LEVEL OF SERVICE DEFINITION FOR ROADWAYS

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

Table C-2
Daily Roadway Capacity by Roadway Type

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



Source: City of Cerritos

EXHIBIT C-4
CITY OF CERRITOS
EXISTING TRUCK ROUTES

Kimley-Horn and Associates, Inc.

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

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

TABLE C-3
Level of Service Descriptions

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

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

EXISTING TRAFFIC CONDITIONS ON ROADWAYS

Daily roadway traffic counts were taken city-wide in 1998. Based on historical traffic volume data from 1987 and 1993, the growth in ADT on most roadway segments has been typically less than one percent, and would account for regional traffic passing through Cerritos. Therefore, the 1998 data is considered to be representative of existing conditions. Existing daily traffic volumes on roadway segments are presented in **Exhibit C-5**. Existing traffic volumes were compared to roadway capacity to assess existing levels of service. For each roadway segment, the daily capacity was determined in accordance with the current facility type and existing number of lanes, and a v/c ratio was computed. The resulting volumes and associated v/c ratios and LOS are summarized in **Table C-4**.

TABLE C-4
CITY OF CERRITOS
LEVEL OF SERVICE ON ROADWAY SEGMENTS
EXISTING CONDITIONS

Location	Classification [a]	LOS "E" Capacity	Daily Traffic	V/C [b]	LOS [c]
ARTESIA BOULEVARD					
Palo Verde to Studebaker	Major 4D	40,400	22,715	0.56	A
Studebaker to Gridley	Major 4D	40,400	17,062	0.42	A
Gridley to Norwalk	Major 4D	40,400	19,136	0.47	A
Norwalk to Bloomfield	Major 4D	40,400	18,954	0.47	A
Bloomfield to SR-91	Major 4D	40,400	18,061	0.45	A
SR-91 to Shoemaker	Major 4D	40,400	18,613	0.46	A
Shoemaker to Carmenita	Major 4D	40,400	25,319	0.63	B
Carmenita to Marquardt	Major 4D	40,400	21,495	0.53	A
Marquardt to Valley View	Major 4D	40,400	18,555	0.46	A
BLOOMFIELD AVENUE					
north of 166th	Major 4D	40,400	23,755	0.59	A
166th to 91 Freeway	Major 4D	40,400	27,751	0.69	B
91 Freeway to Artesia	Major 6D	53,000	24,060	0.45	A
Artesia to Town Center Drive	Major 6D	53,000	25,027	0.47	A
Towne Center Drive to 183rd	Major 4D	40,400	22,174	0.55	A
183rd to South Street	Major 4D	40,400	18,581	0.46	A
South Street to 195th	Major 4D	40,400	18,650	0.46	A
195th to Del Amo	Major 4D	40,400	20,497	0.51	A
CARMENITA ROAD					
north of 166th	Major 4D	40,400	20,939	0.52	A
166th to Artesia	Major 4D	40,400	21,214	0.53	A
Artesia to 183rd	Major 4D	40,400	23,878	0.59	A
183rd to 91 Freeway	Major 4D	40,400	26,218	0.65	B
south of South St.	Major 4D	40,400	24,163	0.60	A
DEL AMO BOULEVARD					
east of Studebaker	Major 4D	40,400	27,426	0.68	B
west of Mapes	Major 4D	40,400	29,969	0.74	C
Pioneer to Norwalk	Major 4D	40,400	26,668	0.66	B
Norwalk to Bloomfield	Major 4D	40,400	21,217	0.53	A
east of Bloomfield	Major 4D	40,400	16,960	0.42	A
GRIDLEY ROAD					
north of Artesia	Secondary 4D	36,000	7,222	0.20	A
Artesia to 183rd	Secondary 4D	36,000	11,809	0.33	A
183rd to South Street	Secondary 4D	36,000	15,490	0.43	A
South Street to 195th	Secondary 4D	36,000	8,726	0.24	A
195th to Del Amo	Secondary 4D	36,000	2,906	0.08	A
MARQUARDT AVENUE					
north of 166th	Secondary 4D	36,000	12,270	0.34	A
166th to Artesia	Secondary 4D	36,000	12,427	0.35	A
Artesia to 183rd	Secondary 4D	36,000	14,352	0.40	A
south of 183rd	Secondary 4D	36,000	15,147	0.42	A
NORWALK BOULEVARD					
north of 166th	Secondary 4D	36,000	18,476	0.51	A
166th to 91 Freeway	Secondary 4D	36,000	25,758	0.72	C
91Freeway to Artesia	Secondary 4D	36,000	25,261	0.70	B
north of 195th	Secondary 4D	36,000	18,543	0.52	A
south of 195th	Secondary 4D	36,000	17,619	0.49	A
PALO VERDE AVENUE					
Artesia to 183rd	Secondary 4U	31,000	8,322	0.27	A
183rd to South Street	Secondary 4U	31,000	10,880	0.35	A
PARK PLAZA DRIVE					
west of Towne Ctr. Dr	Secondary 4U	31,000	2,000	0.06	A
west of Shoemaker	Secondary 4U	31,000	10,783	0.35	A
PIONEER BOULEVARD					
North of South St.	Major 4D	40,400	17,794	0.44	A
South Street to 195th	Major 4D	40,400	15,517	0.38	A
south of 195th	Major 4D	40,400	15,447	0.38	A

TABLE C-4
CITY OF CERRITOS
LEVEL OF SERVICE ON ROADWAY SEGMENTS
EXISTING CONDITIONS

Location	Classification [a]	LOS "E" Capacity	Daily Traffic	V/C [b]	LOS [c]
SHOEMAKER AVENUE					
north of 166th	Secondary 4D	36,000	12,670	0.35	A
166th to Artesia	Secondary 4D	36,000	15,399	0.43	A
Artesia to Park Plaza	Secondary 4D	36,000	13,750	0.38	A
Park Plaza to 183rd	Secondary 4D	36,000	10,026	0.28	A
183rd to South Street	Secondary 4D	36,000	10,643	0.30	A
south of South Street	Secondary 4D	36,000	4,917	0.14	A
SOUTH STREET					
west of Studebaker	Major 4D	40,400	30,950	0.77	C
Studebaker to 605 Freeway	Major 6D	53,000	40,130	0.76	C
605 Freeway to Gridley	Major 6D	53,000	44,055	0.83	D
east of Gridley	Major 6D	53,000	27,319	0.52	A
east of Pioneer	Major 4D	40,400	24,286	0.60	A
west of Bloomfield	Major 4D	40,400	22,092	0.55	A
Bloomfield to Shoemaker	Major 4D	40,400	24,334	0.60	A
Shoemaker to Carmenita	Major 4D	40,400	24,903	0.62	B
east of Carmenita	Major 4D	40,400	16,826	0.42	A
STUDEBAKER ROAD					
Alondra to 166th	Major 4D	40,400	28,416	0.70	B
166th to 91 Freeway	Major 4D	40,400	20,330	0.50	A
91 Freeway to Artesia	Major 4D	40,400	25,495	0.63	B
Artesia to 183rd	Major 4D	40,400	18,560	0.46	A
183rd to South Street	Major 4D	40,400	23,266	0.58	A
South Street to 195th	Major 4D	40,400	10,638	0.26	A
south of 195th	Major 4D	40,400	10,065	0.25	A
TOWNE CENTER DRIVE					
Bloomfield to Park Plaza E	Secondary 4U	31,000	11,694	0.38	A
Park Plaza E to 183rd	Secondary 4U	31,000	4,108	0.13	A
VALLEY VIEW AVENUE					
north of Artesia	Major 4D	40,400	31,392	0.78	C
Artesia to 183rd	Major 6D	53,000	28,724	0.54	A
166TH STREET					
west of Studebaker	Secondary 4U	31,000	1,387	0.04	A
east of Studebaker	Secondary 4U	31,000	9,998	0.32	A
west of Norwalk	Secondary 4U	31,000	9,745	0.31	A
Norwalk to Bloomfield	Secondary 4D	36,000	10,213	0.28	A
Bloomfield to Shoemaker	Secondary 4D	36,000	13,176	0.37	A
Shoemaker to Carmenita	Secondary 4D	36,000	11,600	0.32	A
Carmenita to Marquardt	Secondary 4U	31,000	7,408	0.24	A
east of Marquardt	Secondary 4U	31,000	2,108	0.07	A
183RD STREET					
Palo Verde to Studebaker	Secondary 4D	36,000	12,829	0.36	A
Studebaker to Gridley	Secondary 4D	36,000	13,321	0.37	A
west of Bloomfield	Secondary 4D	36,000	12,134	0.34	A
Bloomfield to Shoemaker	Secondary 4D	36,000	12,777	0.35	A
Shoemaker to Carmenita	Secondary 4D	36,000	13,072	0.36	A
Carmenita to Marquardt	Secondary 4D	36,000	9,538	0.26	A
Marquardt to Valley View	Secondary 4D	36,000	2,148	0.06	A
195TH STREET					
Studebaker to Gridley	Secondary 4D	36,000	6,023	0.17	A
Gridley to Pioneer	Secondary 4D	36,000	9,802	0.27	A
Pioneer to Norwalk	Secondary 4D	36,000	11,107	0.31	A
Norwalk to Bloomfield	Secondary 4D	36,000	7,051	0.20	A
Bloomfield to Shoemaker	Secondary 4U	31,000	4,121	0.13	A

[a] "Major" or "Secondary" designations are per the City's General Plan. Number of Lanes are for total of both directions as they exist today. "D" means "Divided," or that there is a center divider; U means "Undivided," or no center divider.

[b] Volume-to-Capacity ratio.

[c] Level of Service per V/C ranges in Table 3.

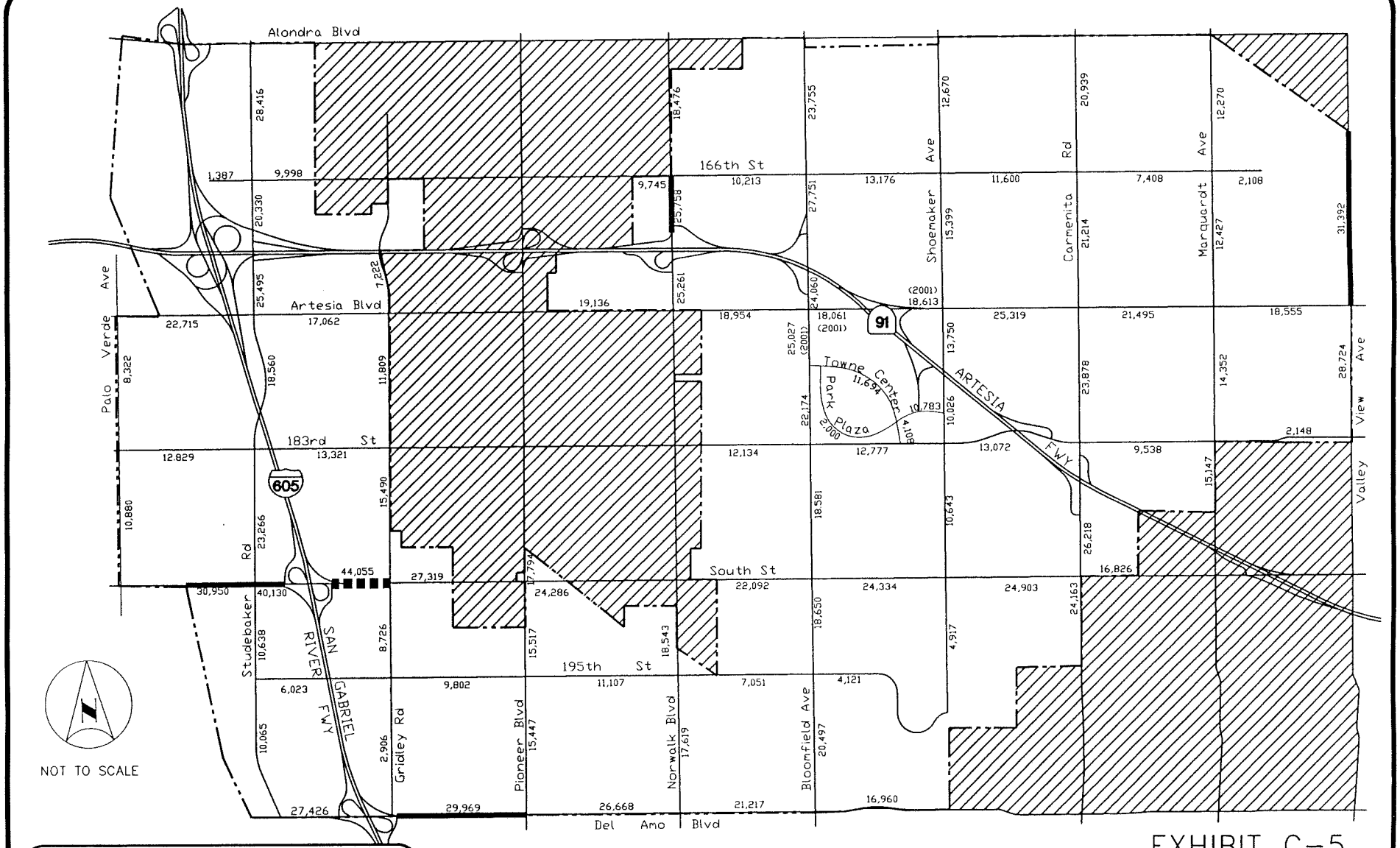

EXHIBIT C-5
CITY OF CERRITOS
EXISTING DAILY ROADWAY SEGMENT TRAFFIC VOLUMES

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

Peak Hour Traffic Conditions

LEVEL OF SERVICE DEFINITION FOR INTERSECTIONS

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

TABLE C-5
Intersection Level of Service and Corresponding ICU Values

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

INTERSECTION CAPACITY ANALYSIS

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

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

- South Street and Carmenita Road: PM peak hour.

TABLE C-6
Intersection Analysis -- Existing Conditions

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

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

4.0 DESCRIPTION OF THE CIRCULATION PLAN

4.1 ANALYSIS OF BUILD-OUT TRAFFIC CONDITIONS

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

Methodology

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

1. The Circulation Element must be consistent with all other Elements of the General Plan, especially the Land Use Element, such that there is a good balance between the transportation capacity to be provided and the travel demand to be generated by the build-out land uses.

2. The effects of increased traffic in Cerritos due to growth and development in neighboring communities must be taken into consideration. While "through" traffic is not encouraged, its presence must be recognized so that the Circulation Element can be responsive.

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

Build-out Traffic Projections

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

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

Build-out Traffic Conditions on Roadways

Forecasted daily traffic volumes are presented on **Exhibit C-6**. Forecasted operating conditions for Build-out Year 2020 are presented in **Table C-7**. Review of Table C-7 indicates that all roadway segments would continue to operate at LOS D or better at build-out, with the exception of the following roadway segments:

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

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

Recommended Improvements to Mitigate Impacts

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

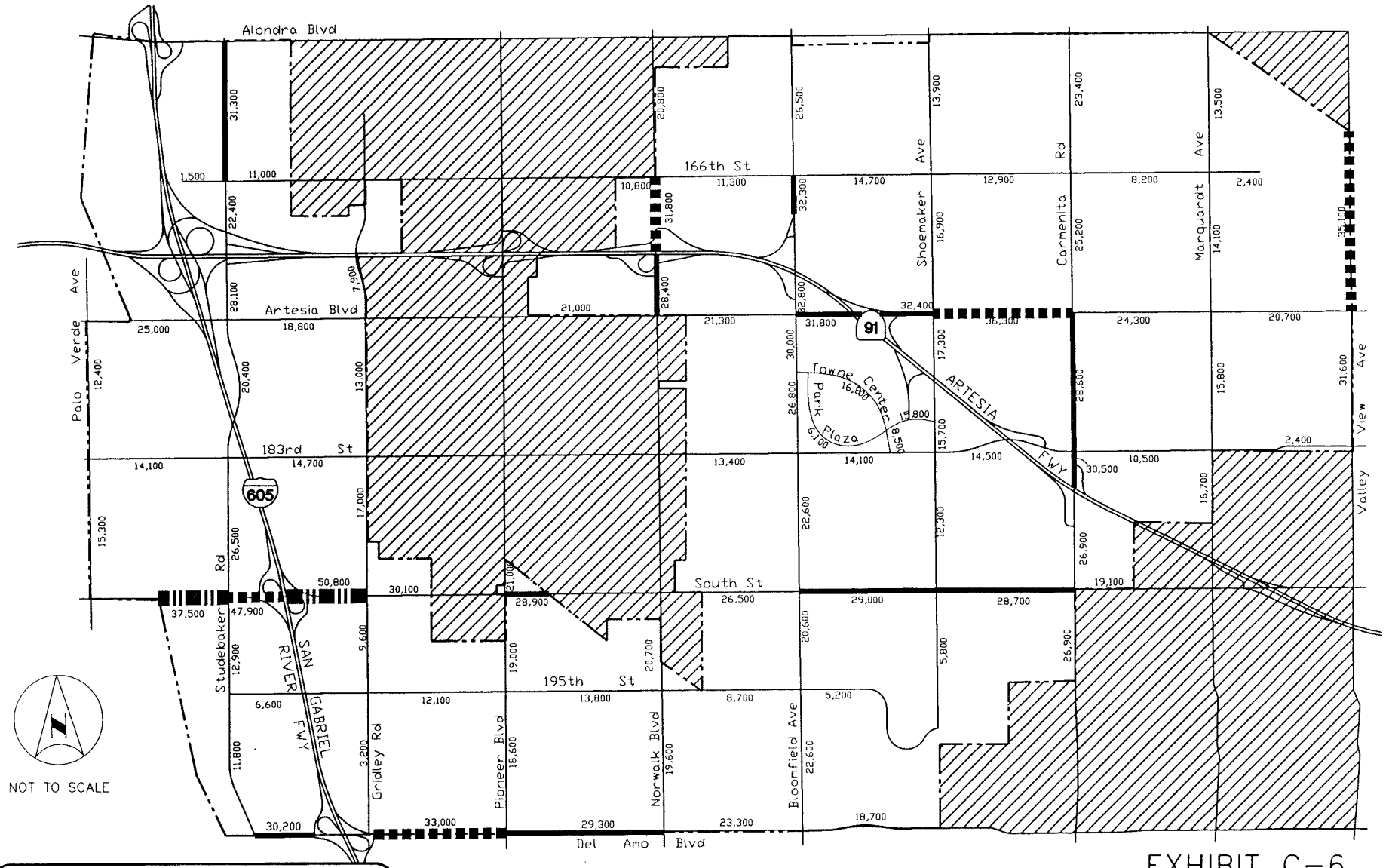

EXHIBIT C-6
CITY OF CERRITOS
BUILDOUT DAILY ROADWAY SEGMENT TRAFFIC VOLUMES

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TABLE C-7
CITY OF CERRITOS
LEVEL OF SERVICE ON ROADWAY SEGMENTS
BUILD-OUT CONDITIONS

Location	Classification [a]	LOS "E" Capacity	Daily Traffic	V/C [b]	LOS [c]
ARTESIA BOULEVARD					
Palo Verde to Studebaker	Major 4D	40,400	25,000	0.62	B
Studebaker to Gridley	Major 4D	40,400	18,800	0.47	A
Gridley to Norwalk	Major 4D	40,400	21,000	0.52	A
Norwalk to Bloomfield	Major 4D	40,400	21,300	0.53	A
Bloomfield to SR-91	Major 4D	40,400	31,800	0.79	C
SR-91 to Shoemaker	Major 4D	40,400	32,400	0.80	C
Shoemaker to Carmenita	Major 4D	40,400	36,300	0.90	D
Carmenita to Marquardt	Major 4D	40,400	24,300	0.60	A
Marquardt to Valley View	Major 4D	40,400	20,700	0.51	A
BLOOMFIELD AVENUE					
north of 166th	Major 4D	40,400	26,500	0.66	B
166th to 91 Freeway	Major 4D	40,400	32,300	0.80	C
91 Freeway to Artesia	Major 6D	53,000	32,800	0.62	B
Artesia toTown Center Drive	Major 6D	53,000	30,000	0.57	A
Towne Center Drive to 183rd	Major 4D	40,400	26,800	0.66	B
183rd to South Street	Major 4D	40,400	22,600	0.56	A
South Street to 195th	Major 4D	40,400	20,600	0.51	A
195th to Del Amo	Major 4D	40,400	22,600	0.56	A
CARMENITA ROAD					
north of 166th	Major 4D	40,400	23,400	0.58	A
166th to Artesia	Major 4D	40,400	25,200	0.62	B
Artesia to 183rd	Major 4D	40,400	28,600	0.71	C
183rd to 91 Freeway	Major 4D	40,400	30,500	0.75	C
south of South St.	Major 4D	40,400	26,900	0.67	B
DEL AMO BOULEVARD					
east of Studebaker	Major 4D	40,400	30,200	0.75	C
Gridley to Pioneer	Major 4D	40,400	33,000	0.82	D
Pioneer to Norwalk	Major 4D	40,400	29,300	0.73	C
Norwalk to Bloomfield	Major 4D	40,400	23,300	0.58	A
east of Bloomfield	Major 4D	40,400	18,700	0.46	A
GRIDLEY ROAD					
north of Artesia	Secondary 4D	36,000	7,900	0.22	A
Artesia to 183rd	Secondary 4D	36,000	13,000	0.36	A
183rd to South Street	Secondary 4D	36,000	17,000	0.47	A
South Street to 195th	Secondary 4D	36,000	9,600	0.27	A
195th to Del Amo	Secondary 4D	36,000	3,200	0.09	A
MARQUARDT AVENUE					
north of 166th	Secondary 4D	36,000	13,500	0.38	A
166th to Artesia	Secondary 4D	36,000	14,100	0.39	A
Artesia to 183rd	Secondary 4D	36,000	15,800	0.44	A
south of 183rd	Secondary 4D	36,000	16,700	0.46	A
NORWALK BOULEVARD					
north of 166th	Secondary 4D	36,000	20,800	0.58	A
166th to 91 Freeway	Secondary 4D	36,000	31,800	0.88	D
91Freeway to Artesia	Secondary 4D	36,000	28,400	0.79	C
north of 195th	Secondary 4D	36,000	20,700	0.58	A
south of 195th	Secondary 4D	36,000	19,600	0.54	A
PALO VERDE AVENUE					
Artesia to 183rd	Secondary 4U	31,000	12,400	0.40	A
183rd to South Street	Secondary 4U	31,000	15,300	0.49	A
PARK PLAZA DRIVE					
west of Towne Ctr. Dr	Secondary 4U	31,000	6,100	0.20	A
west of Shoemaker	Secondary 4U	31,000	15,800	0.51	A
PIONEER BOULEVARD					
South Street to 195th	Major 4D	40,400	19,000	0.47	A
south of 195th	Major 4D	40,400	18,600	0.46	A
north of South St.	Major 4D	40,400	21,800	0.54	A

TABLE C-7
CITY OF CERRITOS
LEVEL OF SERVICE ON ROADWAY SEGMENTS
BUILD-OUT CONDITIONS

Location	Classification [a]	LOS "E" Capacity	Daily Traffic	V/C [b]	LOS [c]
SHOEMAKER AVENUE					
north of 166th	Secondary 4D	36,000	13,900	0.39	A
166th to Artesia	Secondary 4D	36,000	16,900	0.47	A
Artesia to Park Plaza	Secondary 4D	36,000	17,300	0.48	A
Park Plaza to 183rd	Secondary 4D	36,000	15,700	0.44	A
183rd to South Street	Secondary 4D	36,000	12,300	0.34	A
south of South Street	Secondary 4D	36,000	5,800	0.16	A
SOUTH STREET					
west of Studebaker	Major 4D	40,400	37,500	0.93	E**
Studebaker to 605 Freeway	Major 6D	53,000	47,900	0.90	D
605 Freeway to Gridley	Major 6D	53,000	50,800	0.96	E**
east of Gridley	Major 6D	53,000	30,100	0.57	A
east of Pioneer	Major 4D	40,400	28,900	0.72	C
west of Bloomfield	Major 4D	40,400	26,500	0.66	B
Bloomfield to Shoemaker	Major 4D	40,400	29,000	0.72	C
Shoemaker to Carmenita	Major 4D	40,400	28,700	0.71	C
east of Carmenita	Major 4D	40,400	19,100	0.47	A
STUDEBAKER ROAD					
Alondra to 166th	Major 4D	40,400	31,300	0.77	C
166th to 91 Freeway	Major 4D	40,400	22,400	0.55	A
91 Freeway to Artesia	Major 4D	40,400	28,100	0.70	B
Artesia to 183rd	Major 4D	40,400	20,400	0.50	A
183rd to South Street	Major 4D	40,400	26,500	0.66	B
South Street to 195th	Major 4D	40,400	12,900	0.32	A
south of 195th	Major 4D	40,400	11,800	0.29	A
TOWNE CENTER DRIVE					
Bloomfield to Park Plaza E	Secondary 4U	31,000	16,800	0.54	A
Park Plaza E to 183rd	Secondary 4U	31,000	8,500	0.27	A
VALLEY VIEW AVENUE					
north of Artesia	Major 4D	40,400	35,100	0.87	D
Artesia to 183rd	Major 6D	53,000	31,600	0.60	A
166TH STREET					
west of Studebaker	Secondary 4U	31,000	1,500	0.05	A
Studebaker to Gridley	Secondary 4U	31,000	11,000	0.35	A
west of Norwalk	Secondary 4U	31,000	10,800	0.35	A
Norwalk to Bloomfield	Secondary 4D	36,000	11,300	0.31	A
Bloomfield to Shoemaker	Secondary 4D	36,000	14,700	0.41	A
Shoemaker to Carmenita	Secondary 4D	36,000	12,900	0.36	A
Carmenita to Marquardt	Secondary 4U	31,000	8,200	0.26	A
east of Marquardt	Secondary 4U	31,000	2,400	0.08	A
183RD STREET					
Palo Verde to Studebaker	Secondary 4D	36,000	14,100	0.39	A
east of Studebaker	Secondary 4D	36,000	14,700	0.41	A
west of Bloomfield	Secondary 4D	36,000	13,400	0.37	A
Bloomfield to Shoemaker	Secondary 4D	36,000	14,100	0.39	A
Shoemaker to Carmenita	Secondary 4D	36,000	14,500	0.40	A
Carmenita to Marquardt	Secondary 4D	36,000	10,500	0.29	A
Marquardt to Valley View	Secondary 4D	36,000	2,400	0.07	A
195TH STREET					
Studebaker to Gridley	Secondary 4D	36,000	6,600	0.18	A
Gridley to Pioneer	Secondary 4D	36,000	12,100	0.34	A
Pioneer to Norwalk	Secondary 4D	36,000	13,800	0.38	A
Norwalk to Bloomfield	Secondary 4D	36,000	8,700	0.24	A
Bloomfield to Shoemaker	Secondary 4U	31,000	5,200	0.17	A

[a] "Major" or "Secondary" designations are per the City's General Plan. Number of Lanes are for total of both directions as they exist today. "D" means "Divided," or that there is a center divider; U means "Undivided," or no center divider.

[b] Volume-to-Capacity ratio.

[c] Level of Service per V/C ranges in Table 3.

Note: Unacceptable LOS indicated as E** and F***

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

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

BUILD-OUT TRAFFIC CONDITIONS AT INTERSECTIONS

The ICU analysis was conducted for build-out conditions, and the results are presented in **Table C-8.**

TABLE C-8
Intersection Levels of Service at Build-Out

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

[1] Based on Existing (2001) traffic counts plus area growth plus traffic generated by development of vacant and under-utilized parcels.

The data in Table C-8 indicates that 13 of the 16 intersections analyzed would operate at LOS "D" or better under build-out conditions. Two intersections would operate at LOS "E" and one at LOS "F."

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

Mitigation Measures for Intersections

Improvements were identified that would achieve Level of Service "D" under build-out conditions at the three impacted intersections. These improvements are:

- At 183rd Street and Bloomfield Avenue: The addition of a second westbound left-turn lane would improve the Level of Service from LOS E to LOS D.

- At South Street and Carmenita Road: The addition of a third southbound through lane, a third eastbound through lane, and a westbound through lane would improve the Level of Service from LOS F to LOS D.

- At Artesia Boulevard and Carmenita Road: the addition of a second eastbound left-turn lane and the striping of a northbound right-turn lane would improve the level of service from LOS E to LOS D.

A summary of the build-out ICU and LOS values with the recommended improvements in place are presented in **Table C-9.** All recommended roadway and intersection improvements are depicted on **Exhibit C-7.**

TABLE C-9
Summary of Build-out Intersection Operation after Mitigation

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

4.2 RECOMMENDED ROADWAY CLASSIFICATIONS

As pointed out in the Existing Setting section of this report, the City of Cerritos General Plan contains the following street classifications:

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

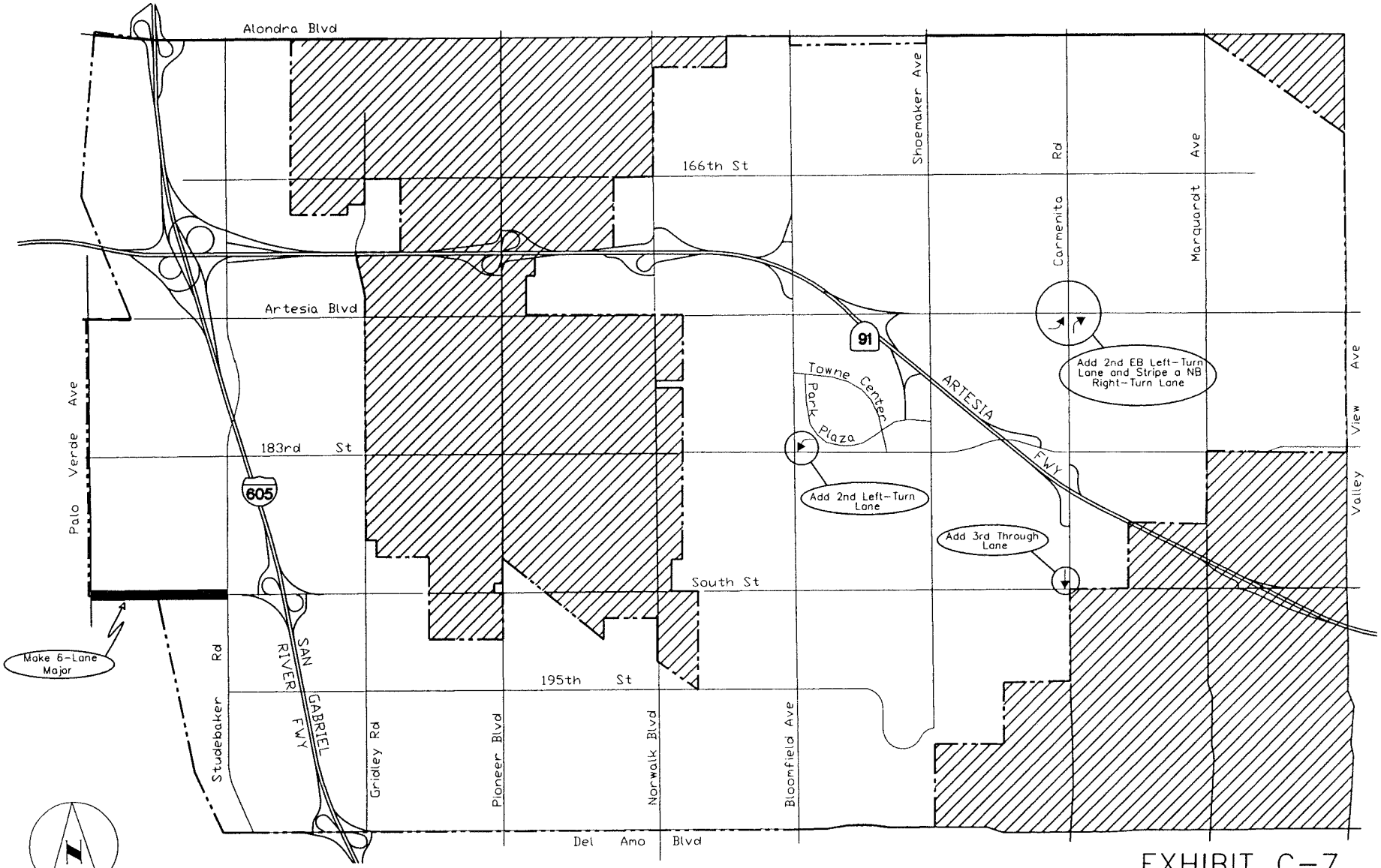

EXHIBIT C-7
CITY OF CERRITOS
RECOMMENDED ROADWAY AND INTERSECTION IMPROVEMENTS

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

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

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

It is proposed that a "Major with six lanes" category be added to the City's classification system, and assigned to selected roadway segments. This category would have a right-of-way width of 100 feet. Assigning this designation to selected roadway segments would make it possible for the City to preserve or acquire additional right-of-way as development or re-development takes place along these Arterials. With additional right-of-way, the City can achieve desirable design standards with appropriate lane widths, center dividers, and appropriate curb lane treatment.

Major Arterials

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

- The right-of-way width for a 6-lane Major Arterial would be 100 feet. The LOS E capacity of a 6-lane Major would be 53,000 vpd.

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

Secondary Arterials

Secondary arterials would be four-lane divided or undivided facilities capable of carrying up to 30,000 to 35,000 vehicles per day without serious traffic delays. They are designed to carry traffic between Major Arterials or to lesser thoroughfares and have right-of-way widths of 80 feet with 64 feet of roadway width curb to curb. The major difference between divided and undivided Secondary Arterials would be that the vehicle-carrying capacity for a divided facility would be higher than for an undivided facility. Most of the roadways designated as Secondary roadways in the City of Cerritos have been improved to provide some form of center roadway divider for left-turn channelization. Adoption of this

recommended classification will simply acknowledge the difference between the divided and undivided Secondary facilities in the City.

- The Secondary Divided Arterial would have two travel lanes in each direction, and a center roadway divider to provide separate channelization for left-turning vehicles. The daily LOS E capacity of a Secondary Divided Arterial would be 36,000 vpd.

- The Secondary Undivided Arterial would have two travel lanes in each direction, and no center divider. Parking lanes or bike lanes are usually provided. The daily LOS E capacity of Secondary Undivded Arterial would be 31,000 vpd.

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

Local Streets

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

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

With this revised classification system, some changes to the current roadway designations are recommended. The recommended classification changes are illustrated in **Exhibit C-8.** The following summarizes roadway segments for which changes in classification are recommended:

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

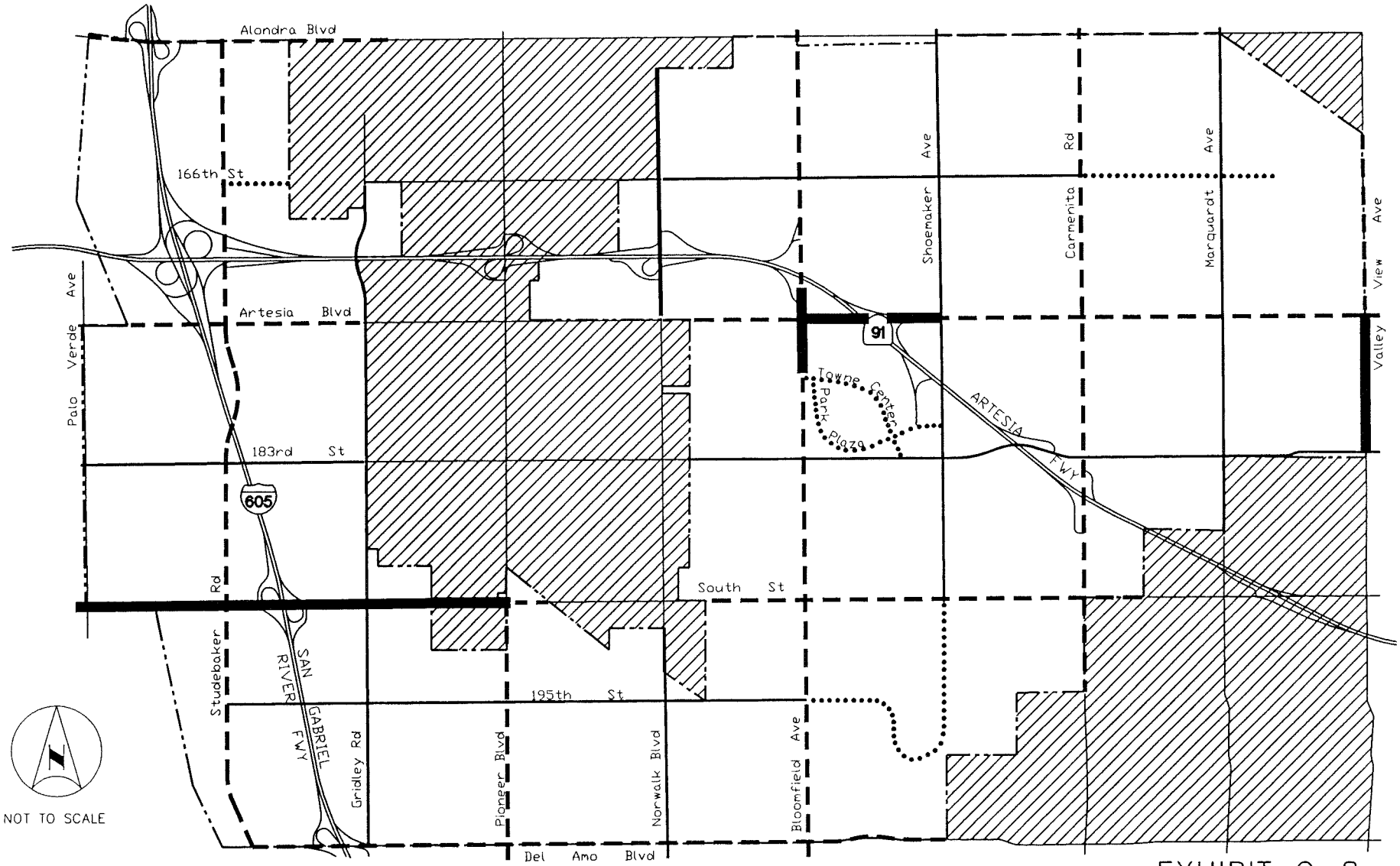

EXHIBIT C-8
CITY OF CERRITOS
FUNCTIONAL ROADWAY CLASSIFICATIONS
(RECOMMENDED GENERAL PLAN)

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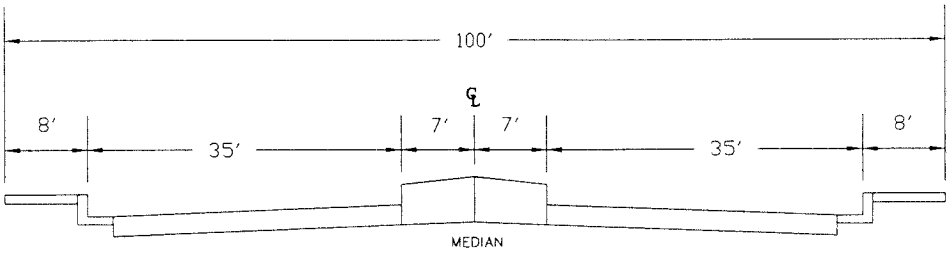
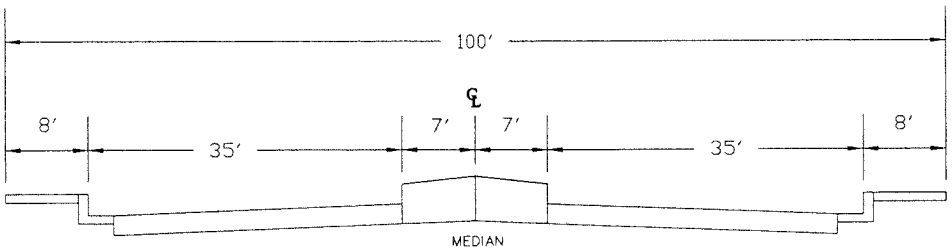
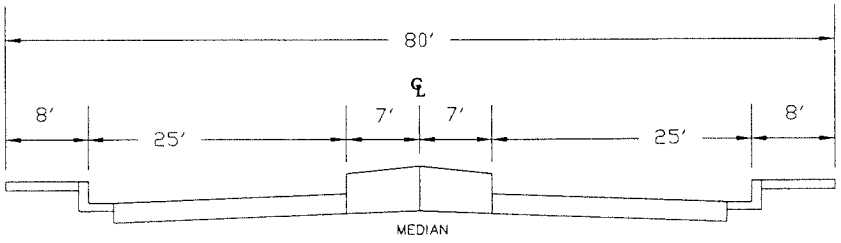
MAJOR ARTERIAL WITH SIX LANES



MAJOR ARTERIAL WITH FOUR LANES



SECONDARY ARTERIAL WITH CENTER DIVIDER



SECONDARY ARTERIAL WITH NO CENTER DIVIDER

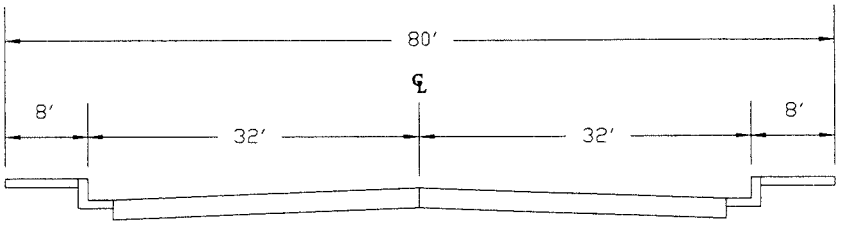


EXHIBIT C-9
CITY OF CERRITOS
RECOMMENDED TYPICAL SECTIONS FOR ARTERIALS

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Recommended Roadway Cross-Sections

Right-of-way and travelway cross-sections for the recommended roadway classifications are presented in **Exhibit C-9.** Cross-sections for local streets are not shown because collector and residential streets are not considered to be a part of the Circulation Element.

5.0 PLANNING FACTORS, GOALS, AND POLICIES

The following section presents the Planning Factors, Goals, and Policies for circulation in the City of Cerritos. The Planning Factors present the most significant circulation issues to be addressed by the City of Cerritos. The goals define the City's vision for an efficient and well-thought-out circulation system, designed to accommodate the travel needs of the City. The policies define the approach to be taken in pursuit of the City's vision.

REDUCE THE EFFECTS OF REGIONAL TRAFFIC ON THE COMMUNITY

Planning Factor

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

Goal C-1

To provide a safe and efficient regionally-oriented transportation system designed to channel non-local traffic and trucks onto the major arterial street system and discourage encroachment into community areas or residential neighborhoods.

Policies

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

C-1.2 Adopt street cross-section standards and ensure all new and upgraded roadway facilities are constructed or upgraded to meet City standards where feasible.

C-1.3 Provide adequate capacity on the Major Arterials, to encourage through traffic to stay on the Major street system, and to discourage diversion onto the secondary and residential street system.

C-1.4 Evaluate the City's truck routes, to ensure that movement of truck traffic is accommodated by and confined to the designated streets to the greatest extent possible.

C-1.5 Implement traffic signal coordination to enhance traffic flow, and reduce delay at signalized intersections. Coordinate with neighboring cities and Caltrans, as needed.

C-1.6 Where deemed necessary, upgrade major arterial facilities to accommodate regional traffic demand, improve access to and from freeway ramp facilities, and to facilitate truck movements.

Goal C-2

Provide and maintain a secondary network of arterial streets and local streets to accommodate the internal circulation needs of Cerritos' businesses and residents.

Policies

C-2.1 Maintain the current City policy that specifically precludes through traffic on 183rd Street at the easterly boundary of the City; Shoemaker Avenue, at the southerly boundary of the City; and 195th Street at the westerly boundary of the City.

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

C-2.3 Enforce speed restrictions throughout the City, especially on local streets.

Goal C-3

Influence the design of secondary and local streets to discourage through traffic in residential areas without inhibiting internal circulation within and between neighborhoods.

Policies

C-3.1 Review internal circulation of commercial development plans to minimize conflicts with residential neighborhoods.

C-3.2 Develop mechanisms to periodically monitor local traffic at the neighborhood level.

C-3.3 Encourage citizen notification of areas with through-traffic problems. Implement and evaluate turn restrictions or other measures to reduce or discourage problematic traffic movements or patterns.

C-3.4 On an as-needed basis for identified problem areas, test and evaluate traffic calming solutions on neighborhood streets, such as curb lane striping, traffic diverters, and street closures.

C-3.5 Continue to implement arterial improvements to draw traffic off local streets.

SAFETY

Planning Factor

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

Goal C-4

Enhance the safety of motorists on the City street system.

Policies

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

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

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

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

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

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

Goal C-5

Through street design and evaluation, promote the safety of bicyclists, and pedestrians on the public streets.

Policies

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

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

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

TRANSPORTATION DEMAND MANAGEMENT / TRANSPORTATION SYSTEM MANAGEMENT

Planning Factor

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

Goal C-6

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

Policies

C-6.1 Implement land use and employment strategies to reduce the need for travel.

C-6.2 Promote ridesharing through publicity and provision of information to the public.

C-6.3 Require new development to incorporate design features which facilitate transit service and encourage transit ridership such as bus pullout areas, covered bus stop facilities, efficient pedestrian paths through projects to transit stops, and incorporation of pedestrian walkways that pass through subdivision boundary walls.

C-6.4 Require mixed-use projects to provide an internal system of pedestrian and bicycle amenities, linking site uses and providing linkages to surrounding uses.

C-6.5 Encourage a mix of uses within a project designed to maximize internal trip making, maximize the use of parking facilities, and to promote a shift from auto use to pedestrian and bicycle modes of travel.

C-6.6 Encourage the provision of additional regional public transportation services and support facilities, including park-and-ride lots near the freeway interchanges and within village centers.

C-6.7 Investigate and encourage innovative transportation solutions to serve the community.

Goal C-7

Using Transportation System Management strategies, improve the flow of traffic on City streets through means other than adding roadway capacity.

Policies

C-7.1 Require proper spacing and interconnect traffic signals where feasible to maximize the smooth progression of traffic flows and to minimize delay and stop and go conditions.

C-7.2 Implement time-of-day signal timing plans to be responsive to varying traffic patterns at different times of the day.

C-7.3 Discourage the provision of on-street (curbside) parking along principal arterial roadways to minimize traffic conflicts and increase the traffic carrying capacity of these roadways.

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

C-7.5 Promote the consolidation of parking, and related circulation facilities, where appropriate, to minimize the number of ingress and egress points onto arterials.

Goal C-8

Strive to achieve a public transportation system which serves the needs of the community, is accessible to all, and is a viable alternative to the single occupant vehicle.

Policies

C-8.1 Promote an increase in bus services offered, and a reduction in wait times within City limits.

C-8.2 Promote an increase in the use of public transit and para-transit services.

C-8.3 Provide adequate lane width and capacity, and reduce travel time on streets utilized by fixed-route transit.

C-8.4 Review new developments to include accommodations for TDM programs, including public transportation and parking management.

C-8.5 Integrate transit routes and stops into highway, pedestrian, and bicycle circulation network.

C-8.6 Participate in local and regional transit system/commuter rail/transportation demand management planning and implementation activities.

C-8.7 Encourage the construction of bus shelters and bus turnouts/bays at key stops as appropriate.

ROADWAY / PUBLIC RIGHT-OF-WAY AESTHETICS

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

Goal C-9

Plan and manage public rights-of-way and median islands to provide attractive streetscapes, while ensuring that street capacity, functionality, sight distance, and public safety are not adversely affected.

Policies

C-9.1 Provide attractive streetscapes in a cost-effective, low-maintenance manner.

C-9.2 Develop and implement a consistent street and landmark signing program throughout the City.

C-9.3 Maintain and replace street trees as needed to achieve their aesthetic purpose and avoid damage to streets and sidewalks.

C-9.4 Provide street lights compatible with the character of existing neighborhoods.

C-9.5 Design and maintenance of landscaped parkways, decorative median islands, entrance planters at freeway on-ramps and off-ramps.

C-9.6 Select and locate landscape materials and streetscape furniture in such a way so as to avoid blocking motorists' sight distance or impeding vehicular movement.

C-9.7 For targeted major arteries and entryways to the City from the freeway system, develop a comprehensive landscape, signage and entryway plan to efficiently direct traffic to appropriate routes and destinations.

C-9.8 Develop and maintain signage Design Guidelines to ensure attractive City streetscapes and freeway frontages, and compatibility with adjacent land uses.

A CITY WITH VISION

CERRITOS
GENERAL PLAN & EIR

Appendix C
Air Quality Model Runs

Cerritos General Plan Update Year 2020
Area Source Off-Site Energy Consumption Emissions

Calculated per Table 9-8, *Screening Table for Estimating Area Source Operational Emissions - Energy Consumption* in the SCAQMD CEQA Handbook.

Table 1
EMISSION FACTORS BY LAND USE

Land Use	Unit of Measure	Emissions Factor (lbs/day)			
		ROG	NOx	CO	PM10
Single Family Residential	Dwelling Unit	0.00017	0.01916	0.00333	0.00067
Office	1,000 sq. ft.	0.00024	0.02773	0.00482	0.00096
Shopping Center	1,000 sq. ft.	0.00032	0.03718	0.00647	0.00129
Industrial	1,000 sq. ft.	0.00024	0.02773	0.00482	0.00096
Business Park	1,000 sq. ft.	0.00024	0.02773	0.00482	0.00096
Government Office Complex	1,000 sq. ft.	0.00024	0.02773	0.00482	0.00096
Elementary School	1,000 sq. ft.	0.00017	0.01985	0.00345	0.00069
High School	1,000 sq. ft.	0.00024	0.02773	0.00482	0.00096
Community College	1,000 sq. ft.	0.00032	0.03655	0.00636	0.00127

Table 2
OFF-SITE ENERGY CONSUMPTION EMISSION FACTORS

Land Use	Unit of Measure	Emissions Factor (lbs/day)			
		ROG	NOx	CO	PM10
Single Family Residential	15,871	0.0027	0.3041	0.0529	0.0106
Office	390,246	0.0937	10.8215	1.8810	0.3746
Shopping Center	9,263,992	2.9645	344.4352	59.9380	11.9505
Industrial	643,230	0.1544	17.8368	3.1004	0.6175
Business Park	11,778,472	2.8268	326.6170	56.7722	11.3073
Government Office Complex	137,666	0.0330	3.8175	0.6636	0.1322
Elementary School	5,270,345	0.8960	104.6163	18.1827	3.6365
High School	5,538,241	1.3292	153.5754	26.6943	5.3167
Community College	392,041	0.1255	14.3291	2.4934	0.4979
	TOTAL	8.4258	976.3529	169.7785	33.8438

URBEMIS 2001 For Windows 6.2.2

File Name: H:\Pdata\00000100\10P\WPWIN\EddieT\URBEMIS\URBEMIS2001\Cerritos.
Project Name: Cerritos General Plan Update 2020
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS(lbs/day,unmitigated)	208.30	819.08	388.64	429.74	50.63
TOTALS (lbs/day, mitigated)	208.30	819.08	388.64	429.74	50.63

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS(lbs/day,unmitigated)	810.85	360.23	227.57	0.74	2.66
TOTALS (lbs/day, mitigated)	810.79	359.42	227.25	0.74	2.66

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (ppd, unmitigated)	2,829.75	1,884.97	31,843.05	2,534.27	21.18
TOTALS (ppd, mitigated)	2,829.75	1,884.97	31,843.05	2,534.27	21.18

URBEMIS 2001 For Windows 6.2.2

File Name: H:\Pdata\00000100\10P\WPWIN\EddieT\URBEMIS\URBEMIS2001\Cerritos.
Project Name: Cerritos General Plan Update 2020
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
(Pounds/Day - Winter)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS(lbs/day,unmitigated)	208.30	819.08	388.64	429.74	50.63
TOTALS (lbs/day, mitigated)	208.30	819.08	388.64	429.74	50.63

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS(lbs/day,unmitigated)	803.33	358.32	148.07	0.67	0.00
TOTALS (lbs/day, mitigated)	803.28	357.51	147.75	0.66	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (ppd, unmitigated)	2,750.13	3,095.71	35,387.03	2,534.27	18.15
TOTALS (ppd, mitigated)	2,750.13	3,095.71	35,387.03	2,534.27	18.15

URBEMIS 2001 For Windows 6.2.2

File Name: H:\Pdata\00000100\10P\WPWIN\EddieT\URBEMIS\URBEMIS2001\Cerritos.
Project Name: Cerritos General Plan Update 2020
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
(Tons/Year)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (tpy, unmitigated)	23.85	102.38	48.58	53.72	6.33
TOTALS (tpy, mitigated)	23.85	102.38	48.58	53.72	6.33

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (tpy, unmitigated)	147.28	65.56	34.18	0.13	0.24
TOTALS (tpy, mitigated)	147.24	65.42	34.12	0.13	0.24

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (tpy, unmitigated)	511.59	417.66	6,026.95	462.50	3.68
TOTALS (tpy, mitigated)	511.59	417.66	6,026.95	462.50	3.68

URBEMIS 2001 For Windows 6.2.2

File Name: H:\Pdata\00000100\10P\WPWIN\EddieT\URBEMIS\URBEMIS2001\Cerritos.
Project Name: Cerritos General Plan Update 2020
Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
(Pounds/Day - Winter)

Total Land Use Area to be Developed (Estimated): 3805 acres
Retail/Office/Institutional Square Footage: 22213616
Single Family Units: 13275 Multi-family Units: 2596

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10	SO2
Demolition	-	-	-	0.00	-
Site Grading	11.65	110.18	-	359.28	11.01
Const. Worker Trips	144.85	204.92	388.64	39.31	-
Stationary Equip	1.85	1.51	-	0.09	0.02
Mobile Equip. - Gas	0.00	0.00	-	0.00	0.00
Mobile Equip. - Diesel	31.68	502.48	-	31.06	39.60
Architectural Coatings	0.00	-	-	-	-
Asphalt Offgassing	18.27	-	-	-	-
TOTALS(lbs/day,unmitigated)	208.30	819.08	388.64	429.74	50.63

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10	SO2
Natural Gas	26.88	358.32	148.07	0.67	-
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	776.46	-	-	-	-
TOTALS(lbs/day,unmitigated)	803.33	358.32	148.07	0.67	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10	SO2
Single family housing	716.18	827.12	9,550.23	691.97	4.96
Condo/townhouse general	79.72	92.06	1,063.01	77.02	0.55
Elementary school	32.37	35.35	403.31	28.49	0.20
Junior high school	11.99	13.36	151.88	10.83	0.08
High school	17.86	20.40	229.99	16.60	0.12
Junior college (2 yrs)	34.90	42.15	470.16	34.77	0.25
Regnl shop. center < 5700	276.73	279.87	3,201.10	218.33	1.57
Regnl shop. center > 5700	521.52	509.06	5,856.42	392.16	2.82
General office building	27.94	33.35	377.12	27.66	0.20
Office park	973.99	1,175.48	13,322.43	980.68	7.00
Government (civic center)	25.29	28.38	320.78	22.97	0.16
Industrial park	31.63	39.12	440.61	32.78	0.23
TOTAL EMISSIONS (lbs/day)	2,750.13	3,095.71	35,387.03	2,534.27	18.15

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 40 Season: Winter

EMFAC Version: EMFAC2001 (10/2001)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	7.01 trips / dwelling units	13,275.00	93,057.75
Condo/townhouse general	3.99 trips / dwelling units	2,596.00	10,358.04
Elementary school	0.97 trips / students	5,409.00	5,246.73
Junior high school	0.97 trips / students	1,952.00	1,893.44
High school	0.56 trips / students	5,085.00	2,847.60
Junior college (2 yrs)	1.64 trips / students	3,200.00	5,248.00
Regnl shop. center < 5700	21.86 trips / 1000 sq. ft.	2,418.24	52,862.75
Regnl shop. center > 5700	15.08 trips / 1000 sq. ft.	6,845.75	103,233.92
General office building	9.68 trips / 1000 sq. ft.	390.25	3,777.58
Office park	10.46 trips / 1000 sq. ft.	11,778.47	123,202.82
Government (civic center)	30.00 trips / 1000 sq. ft.	137.67	4,129.98
Industrial park	6.13 trips / 1000 sq. ft.	643.24	3,943.06

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	61.40	4.70	94.50	0.80
Light Truck < 3,750 lbs	9.30	11.00	88.90	0.10
Light Truck 3,751- 5,750	16.70	1.80	97.60	0.60
Med Truck 5,751- 8,500	7.20	12.50	79.20	8.30
Lite-Heavy 8,501-10,000	1.10	18.20	72.70	9.10
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.10	9.10	27.30	63.60
Heavy-Heavy 33,001-60,000	0.70	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.00	0.00	0.00	100.00

Motorcycle	1.40	90.90	9.10	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	0.70	0.00	100.00	0.00

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
Junior high school				20.0	10.0	70.0
High school				10.0	5.0	85.0
Junior college (2 yrs)				5.0	2.5	92.5
Regnl shop. center < 570000 sf				2.0	1.0	97.0
Regnl shop. center > 570000 sf				2.0	1.0	97.0
General office building				35.0	17.5	47.5
Office park				48.0	24.0	28.0
Government (civic center)				10.0	5.0	85.0
Industrial park				41.5	20.8	37.8

Changes made to the default values for Construction

The architectural coating option switch changed from on to off.
The construction year changed from 2002 to 2020.
The demolition days required changed from 10 to 0.
The site grading max daily acreage estimate changed from to 35.
The site grading tracked loader total vehicles changed from to 4.
The site grading wheeled loader total vehicles changed from to 4.
The site grading motor grader total vehicles changed from to 4.
The worker construction year changed from 2002 to 2020.
The asphalt acres to be paved changed from 1 to 69.733769513315.
The stationary equipment equipment units changed from 2 to 11.
The mobile diesel fork lift 175 HP total vehicles changed from to 11.
The mobile diesel truck: off hwy total vehicles changed from to 11.
Changes made to the default values for Area

The wood stove option switch changed from on to off.
The fireplcase option switch changed from on to off.
The landscape year changed from 2002 to 2020.
Changes made to the default values for Operations

The operational emission year changed from 2002 to 2020.
The operational winter temperature changed from 50 to 40.
The operational winter selection item changed from 3 to 1.
The operational summer selection item changed from 8 to 7.
The home based work selection item changed from 8 to 7.
The home based shopping selection item changed from 9 to 8.
The home based other selection item changed from 9 to 8.
The commercial based commute selection item changed from 9 to 8.
The commercial based non-work selection item changed from 9 to 8.
The commercial based customer selection item changed from 9 to 8.
The double counting internal work trip limit changed from to 20683.158.
The double counting shopping trip limit changed from to 33803.0007652.
The double counting other trip limit changed from to 44468.7897.

URBEMIS 2001 For Windows 6.2.2

File Name: H:\Pdata\00000100\10P\WPWIN\EddieT\URBEMIS\URBEMIS2001\Cerritos.
Project Name: Cerritos General Plan Update 2020
Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
(Pounds/Day - Summer)

Total Land Use Area to be Developed (Estimated): 3805 acres
Retail/Office/Institutional Square Footage: 22213616
Single Family Units: 13275 Multi-family Units: 2596

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10	SO2
Demolition	-	-	-	0.00	-
Site Grading	11.65	110.18	-	359.28	11.01
Const. Worker Trips	144.85	204.92	388.64	39.31	-
Stationary Equip	1.85	1.51	-	0.09	0.02
Mobile Equip. - Gas	0.00	0.00	-	0.00	0.00
Mobile Equip. - Diesel	31.68	502.48	-	31.06	39.60
Architectural Coatings	0.00	-	-	-	-
Asphalt Offgassing	18.27	-	-	-	-
TOTALS(lbs/day,unmitigated)	208.30	819.08	388.64	429.74	50.63

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10	SO2
Natural Gas	26.88	358.32	148.07	0.67	-
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	7.52	1.91	79.50	0.07	2.66
Consumer Prdcts	776.46	-	-	-	-
TOTALS(lbs/day,unmitigated)	810.85	360.23	227.57	0.74	2.66

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10	SO2
Single family housing	732.67	501.70	8,660.15	691.97	5.86
Condo/townhouse general	95.90	55.84	963.94	77.02	0.65
Elementary school	94.45	21.59	360.55	28.49	0.24
Junior high school	34.33	8.15	136.11	10.83	0.09
High school	79.04	12.44	205.80	16.60	0.14
Junior college (2 yrs)	68.08	25.62	422.71	34.77	0.29
Regnl shop. center < 5700	242.46	172.38	2,804.24	218.33	1.82
Regnl shop. center > 5700	485.41	314.44	5,102.83	392.16	3.27
General office building	26.86	20.23	342.39	27.66	0.23
Office park	916.17	711.60	12,155.79	980.68	8.14
Government (civic center)	21.29	17.32	286.38	22.97	0.19
Industrial park	33.09	23.66	402.15	32.78	0.27
TOTAL EMISSIONS (lbs/day)	2,829.75	1,884.97	31,843.05	2,534.27	21.18

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2001 (10/2001)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	7.01 trips / dwelling units	13,275.00	93,057.75
Condo/townhouse general	3.99 trips / dwelling units	2,596.00	10,358.04
Elementary school	0.97 trips / students	5,409.00	5,246.73
Junior high school	0.97 trips / students	1,952.00	1,893.44
High school	0.56 trips / students	5,085.00	2,847.60
Junior college (2 yrs)	1.64 trips / students	3,200.00	5,248.00
Regnl shop. center < 5700	21.86 trips / 1000 sq. ft.	2,418.24	52,862.75
Regnl shop. center > 5700	15.08 trips / 1000 sq. ft.	6,845.75	103,233.92
General office building	9.68 trips / 1000 sq. ft.	390.25	3,777.58
Office park	10.46 trips / 1000 sq. ft.	11,778.47	123,202.82
Government (civic center)	30.00 trips / 1000 sq. ft.	137.67	4,129.98
Industrial park	6.13 trips / 1000 sq. ft.	643.24	3,943.06

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	61.40	4.70	94.50	0.80
Light Truck < 3,750 lbs	9.30	11.00	88.90	0.10
Light Truck 3,751- 5,750	16.70	1.80	97.60	0.60
Med Truck 5,751- 8,500	7.20	12.50	79.20	8.30
Lite-Heavy 8,501-10,000	1.10	18.20	72.70	9.10
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.10	9.10	27.30	63.60
Heavy-Heavy 33,001-60,000	0.70	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.00	0.00	0.00	100.00

Motorcycle	1.40	90.90	9.10	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	0.70	0.00	100.00	0.00

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
Junior high school				20.0	10.0	70.0
High school				10.0	5.0	85.0
Junior college (2 yrs)				5.0	2.5	92.5
Regnl shop. center < 570000 sf				2.0	1.0	97.0
Regnl shop. center > 570000 sf				2.0	1.0	97.0
General office building				35.0	17.5	47.5
Office park				48.0	24.0	28.0
Government (civic center)				10.0	5.0	85.0
Industrial park				41.5	20.8	37.8

Changes made to the default values for Construction

The architectural coating option switch changed from on to off.
The construction year changed from 2002 to 2020.
The demolition days required changed from 10 to 0.
The site grading max daily acreage estimate changed from to 35.
The site grading tracked loader total vehicles changed from to 4.
The site grading wheeled loader total vehicles changed from to 4.
The site grading motor grader total vehicles changed from to 4.
The worker construction year changed from 2002 to 2020.
The asphalt acres to be paved changed from 1 to 69.733769513315.
The stationary equipment equipment units changed from 2 to 11.
The mobile diesel fork lift 175 HP total vehicles changed from to 11.
The mobile diesel truck: off hwy total vehicles changed from to 11.
Changes made to the default values for Area

The wood stove option switch changed from on to off.
The fireplcase option switch changed from on to off.
The landscape year changed from 2002 to 2020.
Changes made to the default values for Operations

The operational emission year changed from 2002 to 2020.
The operational winter temperature changed from 50 to 40.
The operational winter selection item changed from 3 to 1.
The operational summer selection item changed from 8 to 7.
The home based work selection item changed from 8 to 7.
The home based shopping selection item changed from 9 to 8.
The home based other selection item changed from 9 to 8.
The commercial based commute selection item changed from 9 to 8.
The commercial based non-work selection item changed from 9 to 8.
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The double counting internal work trip limit changed from to 20683.158.
The double counting shopping trip limit changed from to 33803.0007652.
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URBEMIS 2001 For Windows 6.2.2

File Name: H:\Pdata\00000100\10P\WPWIN\EddieT\URBEMIS\URBEMIS2001\Cerritos.
Project Name: Cerritos General Plan Update 2020
Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
(Tons/Year)

Total Land Use Area to be Developed (Estimated): 3805 acres
Retail/Office/Institutional Square Footage: 22213616
Single Family Units: 13275 Multi-family Units: 2596

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10	SO2
Demolition	-	-	-	0.00	-
Site Grading	1.46	13.77	-	44.91	1.38
Const. Worker Trips	18.11	25.61	48.58	4.91	-
Stationary Equip	0.23	0.19	-	0.01	0.00
Mobile Equip. - Gas	0.00	0.00	-	0.00	0.00
Mobile Equip. - Diesel	3.96	62.81	-	3.88	4.95
Architectural Coatings	0.00	-	-	-	-
Asphalt Offgassing	0.09	-	-	-	-
TOTALS (tpy, unmitigated)	23.85	102.38	48.58	53.72	6.33

AREA SOURCE EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10	SO2
Natural Gas	4.90	65.39	27.02	0.12	-
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Landscaping	0.68	0.17	7.16	0.01	0.24
Consumer Prdcts	141.70	-	-	-	-
TOTALS (tpy, unmitigated)	147.28	65.56	34.18	0.13	0.24

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10	SO2
Single family housing	132.71	111.36	1,634.62	126.28	1.01
Condo/townhouse general	16.52	12.39	181.95	14.06	0.11
Elementary school	13.46	4.78	68.40	5.20	0.04
Junior high school	4.91	1.80	25.80	1.98	0.02
High school	10.70	2.75	39.03	3.03	0.02
Junior college (2 yrs)	10.41	5.68	80.03	6.35	0.05
Regnl shop. center < 5700	46.33	38.00	535.92	39.85	0.32
Regnl shop. center > 5700	90.78	69.23	977.11	71.57	0.57
General office building	4.97	4.49	64.60	5.05	0.04
Office park	170.72	158.09	2,289.40	178.97	1.42
Government (civic center)	4.13	3.83	54.36	4.19	0.03
Industrial park	5.95	5.26	75.73	5.98	0.05
TOTAL EMISSIONS (tons/year)	511.59	417.66	6,026.95	462.50	3.68

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 90 Season: Annual

EMFAC Version: EMFAC2001 (10/2001)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	7.01 trips / dwelling units	13,275.00	93,057.75
Condo/townhouse general	3.99 trips / dwelling units	2,596.00	10,358.04
Elementary school	0.97 trips / students	5,409.00	5,246.73
Junior high school	0.97 trips / students	1,952.00	1,893.44
High school	0.56 trips / students	5,085.00	2,847.60
Junior college (2 yrs)	1.64 trips / students	3,200.00	5,248.00
Regnl shop. center < 5700	21.86 trips / 1000 sq. ft.	2,418.24	52,862.75
Regnl shop. center > 5700	15.08 trips / 1000 sq. ft.	6,845.75	103,233.92
General office building	9.68 trips / 1000 sq. ft.	390.25	3,777.58
Office park	10.46 trips / 1000 sq. ft.	11,778.47	123,202.82
Government (civic center)	30.00 trips / 1000 sq. ft.	137.67	4,129.98
Industrial park	6.13 trips / 1000 sq. ft.	643.24	3,943.06

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	61.40	4.70	94.50	0.80
Light Truck < 3,750 lbs	9.30	11.00	88.90	0.10
Light Truck 3,751- 5,750	16.70	1.80	97.60	0.60
Med Truck 5,751- 8,500	7.20	12.50	79.20	8.30
Lite-Heavy 8,501-10,000	1.10	18.20	72.70	9.10
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.10	9.10	27.30	63.60
Heavy-Heavy 33,001-60,000	0.70	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.00	0.00	0.00	100.00

Motorcycle	1.40	90.90	9.10	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	0.70	0.00	100.00	0.00

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
Junior high school				20.0	10.0	70.0
High school				10.0	5.0	85.0
Junior college (2 yrs)				5.0	2.5	92.5
Regnl shop. center < 570000 sf				2.0	1.0	97.0
Regnl shop. center > 570000 sf				2.0	1.0	97.0
General office building				35.0	17.5	47.5
Office park				48.0	24.0	28.0
Government (civic center)				10.0	5.0	85.0
Industrial park				41.5	20.8	37.8

Changes made to the default values for Construction

The architectural coating option switch changed from on to off.
The construction year changed from 2002 to 2020.
The demolition days required changed from 10 to 0.
The site grading max daily acreage estimate changed from to 35.
The site grading tracked loader total vehicles changed from to 4.
The site grading wheeled loader total vehicles changed from to 4.
The site grading motor grader total vehicles changed from to 4.
The worker construction year changed from 2002 to 2020.
The asphalt acres to be paved changed from 1 to 69.733769513315.
The stationary equipment equipment units changed from 2 to 11.
The mobile diesel fork lift 175 HP total vehicles changed from to 11.
The mobile diesel truck: off hwy total vehicles changed from to 11.
Changes made to the default values for Area

The wood stove option switch changed from on to off.
The fireplcase option switch changed from on to off.
The landscape year changed from 2002 to 2020.
Changes made to the default values for Operations

The operational emission year changed from 2002 to 2020.
The operational winter temperature changed from 50 to 40.
The operational winter selection item changed from 3 to 1.
The operational summer selection item changed from 8 to 7.
The home based work selection item changed from 8 to 7.
The home based shopping selection item changed from 9 to 8.
The home based other selection item changed from 9 to 8.
The commercial based commute selection item changed from 9 to 8.
The commercial based non-work selection item changed from 9 to 8.
The commercial based customer selection item changed from 9 to 8.
The double counting internal work trip limit changed from to 20683.158.
The double counting shopping trip limit changed from to 33803.0007652.
The double counting other trip limit changed from to 44468.7897.

URBEMIS2001 Assumptions: City of Cerritos General Plan Update Year 2020: Date 09/26/02

Model Title: Cerritos.URB

LAND USES						
Year 2020 Amount (net increase over existing 2001 conditions)	**Unit Type**	**URBEMIS-2001 Land Use Type**	**General Plan Land Use Category**	**Trip Rate With Proposed Density**	**% Emp. Trips**	**Notes**
13,275	Dwelling Units	Single-family housing	Low Density	7.01	-	
2,596			Medium Density	3.99		
			Low, Med, High Density in non-res. zoned areas*			
390.246	1,000 sq. ft.	Office	Office/Prof. Commercial	9.68	35	
2,418.241	1,000 sq. ft.	Regional Shopping Center <570,000	Community Commercial	21.86	2	
6,845.751	1,000 sq. ft.	Regional Shopping Center >570,000	Regional Commercial	15.08	2	
643.230	1,000 sq. ft.	Industrial Park	Industrial/ Commercial	6.13	41.5	
11,778.472	1,000 sq. ft.	Office Park	Business Park	10.46	48	
137.666	1,000 sq. ft.	Govt. Civic Center	Public/ Quasi-Public	30	10	
5,409	students	Elementary School	Elementary School	0.97	20	
1,952	students	Junior High School	Junior High School	0.97	20	
5,085	students	High School	High School	0.56	10	
3,200	students	Junior College	Junior College (2 year)	1.64	5	

NOTE: There exist no reliable methods of quantifying the future scope and amounts of construction within the City. Two analytical approaches exist that may be utilized to respond to this issue. 1) The analysis for construction could be waived. 2) The analysis could be modeled using the URBEMIS2001 default settings in all construction subcategories.

CONSTRUCTION SOURCES:	
Demolition	**Year 2020 Amount**
	(URBEMIS2001 Default)
Grading	(URBEMIS2001 Default)
Equipment Exhaust	(URBEMIS2001 Default)
Fugitive Dust	(URBEMIS2001 Default)
Worker Trips	(URBEMIS2001 Default)
Asphalt	(URBEMIS2001 Default)
Stationary Equipment	(URBEMIS2001 Default)
Mobile Equipment	(URBEMIS2001 Default)
Architectural Coatings	off
Year	2020
Construction Mitigation: ***Note: Typical construction related mitigation measures***	Water graded areas and unpaved roads twice daily Properly maintain grading and construction equipment Keep speeds on unpaved roads to less than 15 mph

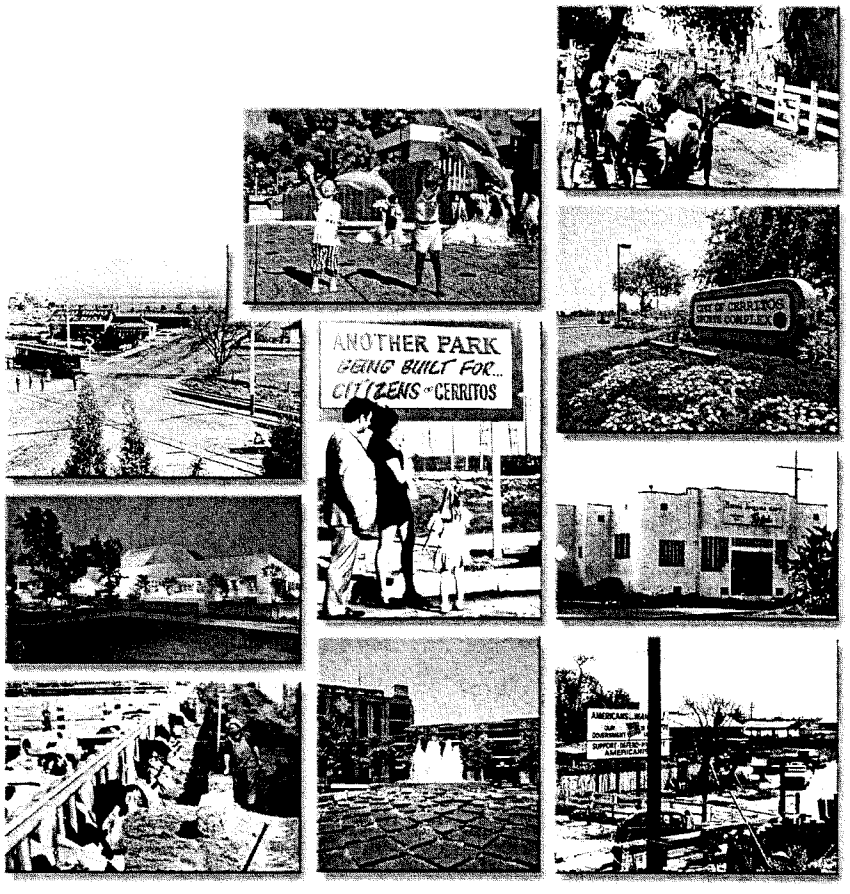
AREA SOURCES	
Fuel Combustion:	**Year 2020 Amount**
	(URBEMIS2001 default)
Wood Stoves: and Fireplaces	Off: This amount is likely negligible for the area
Landscape Maintenance Equipment	Year 2020
Consumer Products	(URBEMIS2001 default)

OPERATIONAL SOURCES	
	Year 2020 Amount
Anticipated Fleet Mix: ***Note : The City may chose to generate its own traffic mix or utilize the URBEMIS2001 vehicle mix default. It is as follows:*** 61.4% auto 9.3% light truck <3,500 lbs 16.7 light truck 3,501 - 5,750 lbs 6.2% med. truck 5,751 - 8,500 lbs 1.1% lt. hvy. duty truck 8,501 - 10,000 lbs 1.3% lt. hvy. duty truck 10,001 - 14,000 lbs 1.1% med. heavy duty trucks 14,001 - 33,000 lbs. 0.7% hvy. hvy. duty truck 33,001 - 60,000 lbs 1.4% motorcycle 0.1% school bus 0.7% motor home	(URBEMIS2001 Default)
Year:	2020
Trip Characteristics:	All trips at 45 MPH (average speed) for 5 miles urban setting
Temperature Data:	40 to 90 degrees Fahrenheit
Variable Starts:	(URBEMIS2001 Default)
Paved or Unpaved Roads:	100% paved
Pass By Trips:	On

A CITY WITH VISION

CERRITOS
GENERAL PLAN & EIR

Appendix D
Noise Model Runs



Existing Conditions

Artesia Blvd. - Palo Verde to Studebaker - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**63.31**
//	VOL		TOTAL Vehicle Volume (two-way)	**22,715**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
508	460	**<-- hard 60 CNEL soft --->**	**195**	**147**
161	112	**65 CNEL**	**91**	**42**
51	2	**70 CNEL**	**42**	**-6**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

Artesia Blvd. - Studebaker to Gridley - Exisiting

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//		with >>	(Usually 23' for 2-lane, 38'	
//		median >>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**62.07**
//	VOL		TOTAL Vehicle Volume (two-way)	**17,062**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	RESULTS	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
382	333	**<-- hard 60 CNEL soft --->**	**161**	**113**
121	72	**65 CNEL**	**75**	**26**
38	-10	**70 CNEL**	**35**	**-14**

//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Artesia Blvd. - Gridley to Norwalk - Exisiting

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**62.57**	
VOL		TOTAL Vehicle Volume (two-way)	**19,136**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
428	380	**<-- hard 60 CNEL soft --->**	**174**	**126**
136	87	**65 CNEL**	**81**	**32**
43	-6	**70 CNEL**	**38**	**-11**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Artesia Blvd. - Norwalk to Bloomfield - Exisiting

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**62.52**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**18,954**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
424	375	**<-- hard 60 CNEL soft --->**	**173**	**125**
134	85	**65 CNEL**	**80**	**32**
42	-6	**70 CNEL**	**37**	**-11**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Artesia Blvd. - Bloomfield to Shoemaker - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**62.34**	
VOL		TOTAL Vehicle Volume (two-way)	**18,163**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
406	358	**<-- hard 60 CNEL soft --->**	**168**	**120**
129	80	**65 CNEL**	**78**	**30**
41	-8	**70 CNEL**	**36**	**-12**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Artesia Blvd. - Shoemaker to Carmenita - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**63.78**
//	VOL		TOTAL Vehicle Volume (two-way)	**25,319**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
566	518	**<-- hard 60 CNEL soft --->**	**210**	**161**
179	131	**65 CNEL**	**97**	**49**
57	8	**70 CNEL**	**45**	**-3**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

Artesia Blvd. - Carmenita to Marquardt - Exisiting

Speed		Vehicle Speed (mph, 0 to 100)	**45**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**64.36**	
VOL		TOTAL Vehicle Volume (two-way)	**21,495**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
646	597	**<-- hard 60 CNEL soft --->**	**229**	**181**
204	156	**65 CNEL**	**107**	**58**
65	16	**70 CNEL**	**49**	**1**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Artesia Blvd. - Marquardt to Valley View - Existing

//	Speed	Vehicle Speed (mph, 0 to 100)	**45**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**63.72**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**18,555**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
558	510	**<-- hard 60 CNEL soft --->**	**208**	**159**
177	128	**65 CNEL**	**97**	**48**
56	7	**70 CNEL**	**45**	**-4**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Bloomfield Ave. - North of 166th - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**63.51**
//	VOL		TOTAL Vehicle Volume (two-way)	**23,755**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
531	482	**<-- hard 60 CNEL soft --->**	**201**	**153**
168	119	**65 CNEL**	**93**	**45**
53	5	**70 CNEL**	**43**	**-5**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

Bloomfield Ave. - 166th to 91 Freeway - Exisiting

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**64.18**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**27,751**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
621	572	**<-- hard 60 CNEL soft --->**	**223**	**175**
196	148	**65 CNEL**	**104**	**55**
62	14	**70 CNEL**	**48**	**-0**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Bloomfield Ave. - 91 Freeway to Artesia - Exisiting

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**49**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**36**
//			*** CNEL @ 100' **(SOFT)**	**63.31**
//	VOL		TOTAL Vehicle Volume (two-way)	**24,060**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
538	480	**<-- hard 60 CNEL soft --->**	**203**	**145**
170	112	**65 CNEL**	**94**	**36**
54	-4	**70 CNEL**	**44**	**-14**

//			//
//	View	View Angle of Observer (180)	180 //
//		SHIELDING (adjust output by hand)	//
//		~~~~~~~~~	//
//	Woods	Thickness of woodland between	0 //
//		observer and road (feet)	//
//	Cover	Percent view coverage between	0 //
//		observer and road (0-100)	//
//	Rows	Building rows between observer	0 //
//		and roadway (0-4).	//

Bloomfield Ave. - Artesia to Towne Center Dr. - Exisiting

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**49**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**36**
//			*** CNEL @ 100' **(SOFT)**	**62.96**
//	VOL		TOTAL Vehicle Volume (two-way)	**22,174**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
496	438	**<-- hard 60 CNEL soft --->**	**192**	**134**
157	99	**65 CNEL**	**89**	**31**
50	-8	**70 CNEL**	**41**	**-17**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

Bloomfield Ave. - Towne Center Dr. to 183rd - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**63.21**	
VOL		TOTAL Vehicle Volume (two-way)	**22,174**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
497	448	**<-- hard 60 CNEL soft --->**	**192**	**144**
157	109	**65 CNEL**	**89**	**41**
50	1	**70 CNEL**	**41**	**-7**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Bloomfield Ave. - 183rd to South Street - Existing

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**62.44**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**18,581**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
416	367	**<-- hard 60 CNEL soft --->**	**171**	**122**
132	83	**65 CNEL**	**79**	**31**
42	-7	**70 CNEL**	**37**	**-12**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Bloomfield Ave. - South Street to 195th - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**62.45**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**18,650**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
417	368	**<-- hard 60 CNEL soft --->**	**171**	**123**
132	83	**65 CNEL**	**79**	**31**
42	-7	**70 CNEL**	**37**	**-12**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Bloomfield Ave. - 195th to Del Amo - Exisiting

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**62.86**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**20,497**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
458	410	**<-- hard 60 CNEL soft --->**	**182**	**134**
145	96	**65 CNEL**	**85**	**36**
46	-3	**70 CNEL**	**39**	**-9**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Carmenita Road - North of 166th - Exisiting

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**62.96**	
VOL		TOTAL Vehicle Volume (two-way)	**20,939**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
469	420	**<-- hard 60 CNEL soft --->**	**185**	**137**
148	100	**65 CNEL**	**86**	**37**
47	-2	**70 CNEL**	**40**	**-9**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

Carmenita Road - 166th to Artesia - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**63.01**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**21,214**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
474	426	**<-- hard 60 CNEL soft --->**	**186**	**138**
150	101	**65 CNEL**	**87**	**38**
47	-1	**70 CNEL**	**40**	**-8**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Carmenita Road - Artesia to 183rd - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**63.53**	
VOL		TOTAL Vehicle Volume (two-way)	**23,878**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
535	486	**<-- hard 60 CNEL soft --->**	**202**	**154**
169	121	**65 CNEL**	**94**	**45**
53	5	**70 CNEL**	**44**	**-5**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Carmenita Road - 183rd to 91 freeway- Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**63.93**
//	VOL		TOTAL Vehicle Volume (two-way)	**26,218**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
586	538	**<-- hard 60 CNEL soft --->**	**215**	**166**
185	137	**65 CNEL**	**100**	**51**
59	10	**70 CNEL**	**46**	**-2**

//	View	View Angle of Observer (180)	180
//		SHIELDING (adjust output by hand)	
//		~~~~~~~~~	
//	Woods	Thickness of woodland between	0
//		observer and road (feet)	
//	Cover	Percent view coverage between	0
//		observer and road (0-100)	
//	Rows	Building rows between observer	0
//		and roadway (0-4).	

Carmenita Road - South of South Street- Existing

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**63.58**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**24,163**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
541	492	**<-- hard 60 CNEL soft --->**	**204**	**155**
171	122	**65 CNEL**	**94**	**46**
54	6	**70 CNEL**	**44**	**-5**

//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Del Amo Blvd. - East of Studebaker - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**64.13**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**27,426**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
614	575	**<-- hard 60 CNEL soft --->**	**221**	**183**
194	156	**65 CNEL**	**103**	**64**
61	23	**70 CNEL**	**48**	**9**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Del Amo Blvd. - West of Mapes - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//		with >>	(Usually 23' for 2-lane, 38'		//
//		median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**64.51**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**29,969**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
670	631	**<-- hard 60 CNEL soft --->**	**235**	**196**
212	173	**65 CNEL**	**109**	**70**
67	29	**70 CNEL**	**51**	**12**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Del Amo Blvd. - Pioneer to Norwalk - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**64.01**	
VOL		TOTAL Vehicle Volume (two-way)	**26,668**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
597	559	**<-- hard 60 CNEL soft --->**	**217**	**179**
189	150	**65 CNEL**	**101**	**62**
60	21	**70 CNEL**	**47**	**8**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Del Amo Blvd. - Norwalk to Bloomfield - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**63.01**	
VOL		TOTAL Vehicle Volume (two-way)	**21,217**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
474	436	**<-- hard 60 CNEL soft --->**	**186**	**148**
150	111	**65 CNEL**	**87**	**48**
47	9	**70 CNEL**	**40**	**2**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Del Amo Blvd. - East of Bloomfield - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**62.04**	
VOL		TOTAL Vehicle Volume (two-way)	**16,960**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
379	341	**<-- hard 60 CNEL soft --->**	**161**	**122**
120	81	**65 CNEL**	**75**	**36**
38	-1	**70 CNEL**	**35**	**-4**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

Gridley Road -North of Artesia - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**35**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**56.92**	
VOL		TOTAL Vehicle Volume (two-way)	**7,222**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
117	78	**<-- hard 60 CNEL soft --->**	**73**	**35**
37	-2	**65 CNEL**	**34**	**-4**
12	-27	**70 CNEL**	**16**	**-23**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Gridley Road -Artesia to 183rd - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**21**
//			*** CNEL @ 100' **(SOFT)**	**60.47**
//	VOL		TOTAL Vehicle Volume (two-way)	**11,809**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
264	226	**<-- hard 60 CNEL soft --->**	**126**	**88**
84	45	**65 CNEL**	**59**	**20**
26	-12	**70 CNEL**	**27**	**-11**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Gridley Road -183rd to South Street- Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**21**
//			*** CNEL @ 100' **(SOFT)**	**61.65**
//	VOL		TOTAL Vehicle Volume (two-way)	**15,490**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
347	308	**<-- hard 60 CNEL soft --->**	**151**	**113**
110	71	**65 CNEL**	**70**	**32**
35	-4	**70 CNEL**	**33**	**-6**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Gridley Road - South Street to 195th - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**21**
//			*** CNEL @ 100' **(SOFT)**	**59.16**
//	VOL		TOTAL Vehicle Volume (two-way)	**8,726**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
195	157	**<-- hard 60 CNEL soft --->**	**103**	**65**
62	23	**65 CNEL**	**48**	**9**
20	-19	**70 CNEL**	**22**	**-16**

//	View	View Angle of Observer (180)	180
//		SHIELDING (adjust output by hand)	
//		~~~~~~~~~	
//	Woods	Thickness of woodland between	0
//		observer and road (feet)	
//	Cover	Percent view coverage between	0
//		observer and road (0-100)	
//	Rows	Building rows between observer	0
//		and roadway (0-4).	

Marquardt Avenue - North of 166th - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**45**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**61.92**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**12,270**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
369	330	**<-- hard 60 CNEL soft --->**	**158**	**119**
117	78	**65 CNEL**	**73**	**35**
37	-2	**70 CNEL**	**34**	**-4**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Marquardt Avenue - 166th to Artesia - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**45**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**21**
//			*** CNEL @ 100' **(SOFT)**	**61.98**
//	VOL		TOTAL Vehicle Volume (two-way)	**12,427**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
374	336	**<-- hard 60 CNEL soft --->**	**159**	**121**
118	80	**65 CNEL**	**74**	**35**
37	-1	**70 CNEL**	**34**	**-4**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Marquardt Avenue - South of Artesia - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**45**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**62.24**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**13,204**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
397	359	**<-- hard 60 CNEL soft --->**	**166**	**127**
126	87	**65 CNEL**	**77**	**38**
40	1	**70 CNEL**	**36**	**-3**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Marquardt Avenue - Artesia to 183rd - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**45**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**62.6**	
VOL		TOTAL Vehicle Volume (two-way)	**14,352**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
431	393	**<-- hard 60 CNEL soft --->**	**175**	**137**
136	98	**65 CNEL**	**81**	**43**
43	5	**70 CNEL**	**38**	**-1**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Marquardt Avenue - South 183rd - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**61.55**	
VOL		TOTAL Vehicle Volume (two-way)	**15,147**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
339	300	**<-- hard 60 CNEL soft --->**	**149**	**111**
107	69	**65 CNEL**	**69**	**31**
34	-5	**70 CNEL**	**32**	**-6**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Norwalk Blvd. - North of 166th - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**62.41**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**18,476**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
413	375	**<-- hard 60 CNEL soft --->**	**170**	**132**
131	92	**65 CNEL**	**79**	**40**
41	3	**70 CNEL**	**37**	**-2**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Norwalk Blvd. - 166th to 91 Freeway - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**21**
//			*** CNEL @ 100' **(SOFT)**	**63.86**
//	VOL		TOTAL Vehicle Volume (two-way)	**25,758**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
577	538	**<-- hard 60 CNEL soft --->**	**212**	**174**
182	144	**65 CNEL**	**99**	**60**
58	19	**70 CNEL**	**46**	**7**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

Norwalk Blvd. - 91 Freeway to Artesia- Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**63.77**	
VOL		TOTAL Vehicle Volume (two-way)	**25,261**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
565	526	**<-- hard 60 CNEL soft --->**	**210**	**171**
179	140	**65 CNEL**	**97**	**59**
56	18	**70 CNEL**	**45**	**7**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

Norwalk Blvd. - North of 195th - Existing

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**21**	//
//		*** CNEL @ 100' **(SOFT)**	**62.43**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**18,543**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
415	376	**<-- hard 60 CNEL soft --->**	**171**	**132**
131	93	**65 CNEL**	**79**	**41**
42	3	**70 CNEL**	**37**	**-2**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Norwalk Blvd. - South of 195th - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**62.21**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**17,619**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
394	356	**<-- hard 60 CNEL soft --->**	**165**	**126**
125	86	**65 CNEL**	**77**	**38**
39	1	**70 CNEL**	**36**	**-3**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Palo Verde Ave - Artesia to 183rd - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**24**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**28**
//			*** CNEL @ 100' **(SOFT)**	**59.3**
//	VOL		TOTAL Vehicle Volume (two-way)	**8,322**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
186	147	**<-- hard 60 CNEL soft --->**	**100**	**61**
59	20	**65 CNEL**	**46**	**7**
19	-21	**70 CNEL**	**22**	**-18**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

Palo Verde Ave - South 183rd - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**24**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**28**	
		*** CNEL @ 100' **(SOFT)**	**60.32**	
VOL		TOTAL Vehicle Volume (two-way)	**10,518**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
235	196	**<-- hard 60 CNEL soft --->**	**117**	**78**
74	35	**65 CNEL**	**54**	**15**
24	-16	**70 CNEL**	**25**	**-14**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Palo Verde Ave - North of South Street - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**24**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**28**
//			*** CNEL @ 100' **(SOFT)**	**60.46**
//	VOL		TOTAL Vehicle Volume (two-way)	**10,880**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
244	204	**<-- hard 60 CNEL soft --->**	**119**	**80**
77	38	**65 CNEL**	**55**	**16**
24	-15	**70 CNEL**	**26**	**-14**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Park Plaza Drive - West of Town Center Drive - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**30**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**24**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**28**	
		*** CNEL @ 100' **(SOFT)**	**50.11**	
VOL		TOTAL Vehicle Volume (two-way)	**2,000**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
22	-17	**<-- hard 60 CNEL soft --->**	**24**	**-15**
7	-32	**65 CNEL**	**11**	**-28**
2	-37	**70 CNEL**	**5**	**-34**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Park Plaza Drive - West of Shoemaker - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**30**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**57.43**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**10,783**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
121	82	**<-- hard 60 CNEL soft --->**	**75**	**36**
38	-1	**65 CNEL**	**35**	**-5**
12	-27	**70 CNEL**	**16**	**-23**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Pioneer Blvd - South Street to 195th - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**61.66**
//	VOL		TOTAL Vehicle Volume (two-way)	**15,517**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
348	299	**<-- hard 60 CNEL soft --->**	**152**	**103**
110	61	**65 CNEL**	**70**	**22**
35	-14	**70 CNEL**	**33**	**-16**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Pioneer Blvd - South of 195th - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**61.64**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**15,447**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
346	297	**<-- hard 60 CNEL soft --->**	**151**	**103**
109	61	**65 CNEL**	**70**	**22**
35	-14	**70 CNEL**	**33**	**-16**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Pioneer Blvd - North of South Street - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**62.25**	
VOL		TOTAL Vehicle Volume (two-way)	**17,794**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
398	350	**<-- hard 60 CNEL soft --->**	**166**	**117**
126	77	**65 CNEL**	**77**	**29**
40	-9	**70 CNEL**	**36**	**-13**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Shoemaker Ave - North of 166th - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**45**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**62.06**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**12,670**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
381	343	**<-- hard 60 CNEL soft --->**	**161**	**123**
120	82	**65 CNEL**	**75**	**36**
38	-0	**70 CNEL**	**35**	**-4**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Shoemaker Ave - 166th to Artesia - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**61.62**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**15,399**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
344	306	**<-- hard 60 CNEL soft --->**	**151**	**112**
109	70	**65 CNEL**	**70**	**31**
34	-4	**70 CNEL**	**32**	**-6**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Shoemaker Ave - Artesia to Park Plaza - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//		with >>	(Usually 23' for 2-lane, 38'	
//		median >>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**21**
//			*** CNEL @ 100' **(SOFT)**	**61.13**
//	VOL		TOTAL Vehicle Volume (two-way)	**13,750**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
308	269	**<-- hard 60 CNEL soft --->**	**140**	**101**
97	59	**65 CNEL**	**65**	**26**
31	-8	**70 CNEL**	**30**	**-8**

//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Shoemaker Ave - Park Plaza to 183rd - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**59.76**	
VOL		TOTAL Vehicle Volume (two-way)	**10,026**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
224	186	**<-- hard 60 CNEL soft --->**	**113**	**75**
71	32	**65 CNEL**	**53**	**14**
22	-16	**70 CNEL**	**24**	**-14**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Shoemaker Ave - 183rd to South Street - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**60.02**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**10,643**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
238	200	**<-- hard 60 CNEL soft --->**	**118**	**79**
75	37	**65 CNEL**	**55**	**16**
24	-15	**70 CNEL**	**25**	**-13**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Shoemaker Ave - South of South Street - Existing

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**21**	//
//		*** CNEL @ 100' **(SOFT)**	**56.66**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**4,917**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
110	71	**<-- hard 60 CNEL soft --->**	**70**	**32**
35	-4	**65 CNEL**	**33**	**-6**
11	-27	**70 CNEL**	**15**	**-23**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

South Street - West of Studebaker - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**64.65**	
VOL		TOTAL Vehicle Volume (two-way)	**30,950**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
692	643	**<-- hard 60 CNEL soft --->**	**240**	**191**
219	170	**65 CNEL**	**111**	**63**
69	21	**70 CNEL**	**52**	**3**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

South Street - Studebaker to 605 freeway - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**35**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**49**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**36**	//
//			*** CNEL @ 100' **(SOFT)**	**64.12**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**40,130**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
648	590	**<-- hard 60 CNEL soft --->**	**230**	**172**
205	147	**65 CNEL**	**107**	**49**
65	7	**70 CNEL**	**50**	**-9**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

South Street - 605 freeway to Grindley - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**35**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**49**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**36**	//
//			*** CNEL @ 100' **(SOFT)**	**64.52**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**44,055**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
711	653	**<-- hard 60 CNEL soft --->**	**244**	**186**
225	167	**65 CNEL**	**113**	**55**
71	13	**70 CNEL**	**53**	**-5**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

South Street - Grindley to Pioneer - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**49**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**36**	
		*** CNEL @ 100' **(SOFT)**	**63.86**	
VOL		TOTAL Vehicle Volume (two-way)	**27,319**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
612	554	**<-- hard 60 CNEL soft --->**	**221**	**163**
193	135	**65 CNEL**	**102**	**44**
61	3	**70 CNEL**	**48**	**-10**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

South Street - Pioneer to Bloomfield - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**63.6**	
VOL		TOTAL Vehicle Volume (two-way)	**24,286**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
543	495	**<-- hard 60 CNEL soft --->**	**204**	**156**
172	123	**65 CNEL**	**95**	**46**
54	6	**70 CNEL**	**44**	**-4**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

South Street - Bloomfield to Shoemaker - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**63.61**	
VOL		TOTAL Vehicle Volume (two-way)	**24,334**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
544	496	**<-- hard 60 CNEL soft --->**	**204**	**156**
172	124	**65 CNEL**	**95**	**46**
54	6	**70 CNEL**	**44**	**-4**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

South Street - Shoemaker to Carmenita - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**63.71**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**24,903**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
557	509	**<-- hard 60 CNEL soft --->**	**208**	**159**
176	128	**65 CNEL**	**96**	**48**
56	7	**70 CNEL**	**45**	**-4**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

South Street - East of Carmenita - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**62.01**
//	VOL		TOTAL Vehicle Volume (two-way)	**16,826**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
377	328	**<-- hard 60 CNEL soft --->**	**160**	**111**
119	71	**65 CNEL**	**74**	**26**
38	-11	**70 CNEL**	**34**	**-14**

//				
//	View	View Angle of Observer (180)	180	
//		SHIELDING (adjust output by hand)		
//		~~~~~~~~~		
//	Woods	Thickness of woodland between	0	
//		observer and road (feet)		
//	Cover	Percent view coverage between	0	
//		observer and road (0-100)		
//	Rows	Building rows between observer	0	
//		and roadway (0-4).		

Studebaker - Alondra to 166th - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**64.28**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**28,416**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
635	587	**<-- hard 60 CNEL soft --->**	**227**	**178**
201	152	**65 CNEL**	**105**	**57**
64	15	**70 CNEL**	**49**	**0**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Studebaker - 166th to 91 Freeway - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**62.83**	
VOL		TOTAL Vehicle Volume (two-way)	**20,330**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
455	406	**<-- hard 60 CNEL soft --->**	**181**	**133**
144	95	**65 CNEL**	**84**	**36**
46	-3	**70 CNEL**	**39**	**-9**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

Studebaker - 91 Freeway to Artesia - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**63.81**	
VOL		TOTAL Vehicle Volume (two-way)	**25,495**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
570	522	**<-- hard 60 CNEL soft --->**	**211**	**162**
180	132	**65 CNEL**	**98**	**49**
57	9	**70 CNEL**	**45**	**-3**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Studebaker - Artesia to 183rd - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//		with >>	(Usually 23' for 2-lane, 38'		//
//		median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**62.43**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**18,560**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
415	366	**<-- hard 60 CNEL soft --->**	**171**	**122**
131	83	**65 CNEL**	**79**	**31**
42	-7	**70 CNEL**	**37**	**-12**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Studebaker - 183rd to South Street - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**35**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**62**	
VOL		TOTAL Vehicle Volume (two-way)	**23,266**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
376	327	**<-- hard 60 CNEL soft --->**	**160**	**111**
119	70	**65 CNEL**	**74**	**26**
38	-11	**70 CNEL**	**34**	**-14**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Studebaker - South Street to 195th - Existing

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**60.02**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**10,638**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
238	190	**<-- hard 60 CNEL soft --->**	**118**	**69**
75	27	**65 CNEL**	**55**	**6**
24	-25	**70 CNEL**	**25**	**-23**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Studebaker - South of 195th - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**59.78**
//	VOL		TOTAL Vehicle Volume (two-way)	**10,065**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
225	177	**<-- hard 60 CNEL soft --->**	**114**	**65**
71	23	**65 CNEL**	**53**	**4**
23	-26	**70 CNEL**	**24**	**-24**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

Towne Center Drive - Bloomfield to Park Plaza E - Existing

//	Speed	Vehicle Speed (mph, 0 to 100)	**30**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**24**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**28**	//
//		*** CNEL @ 100' **(SOFT)**	**57.78**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**11,694**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
131	92	**<-- hard 60 CNEL soft --->**	**79**	**40**
41	2	**65 CNEL**	**37**	**-3**
13	-26	**70 CNEL**	**17**	**-22**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Towne Center Drive - Park Plaza E to 183rd - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**30**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**53.24**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**4,108**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
46	7	**<-- hard 60 CNEL soft --->**	**39**	**0**
15	-25	**65 CNEL**	**18**	**-21**
5	-35	**70 CNEL**	**8**	**-31**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Valley View Avenue - North of Artesia - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**45**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**66.07**	
VOL		TOTAL Vehicle Volume (two-way)	**31,926**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
959	911	**<-- hard 60 CNEL soft --->**	**298**	**250**
303	255	**65 CNEL**	**138**	**90**
96	47	**70 CNEL**	**64**	**16**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Valley View Avenue - Artesia to 183rd - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**45**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**49**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**36**	
		*** CNEL @ 100' **(SOFT)**	**65.36**	
VOL		TOTAL Vehicle Volume (two-way)	**28,724**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
864	806	**<-- hard 60 CNEL soft --->**	**278**	**220**
273	215	**65 CNEL**	**129**	**71**
86	28	**70 CNEL**	**60**	**2**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

166th Street - West of Studebaker - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**25**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**46.75**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**1,387**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
10	-29	**<-- hard 60 CNEL soft --->**	**15**	**-25**
3	-36	**65 CNEL**	**7**	**-33**
1	-38	**70 CNEL**	**3**	**-36**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

166th Street - Studebaker to Gridley - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**35**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**58.68**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**9,998**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
161	122	**<-- hard 60 CNEL soft --->**	**91**	**52**
51	12	**65 CNEL**	**42**	**3**
16	-23	**70 CNEL**	**20**	**-20**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

166th Street - West of Norwalk - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**35**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**58.57**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**9,745**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
157	118	**<-- hard 60 CNEL soft --->**	**89**	**50**
50	10	**65 CNEL**	**42**	**2**
16	-24	**70 CNEL**	**19**	**-20**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

166th Street - Norwalk to Bloomfield - Existing

//	Speed	Vehicle Speed (mph, 0 to 100)	**35**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**24**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**28**	//
//		*** CNEL @ 100' **(SOFT)**	**58.77**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**10,213**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
165	125	**<-- hard 60 CNEL soft --->**	**92**	**53**
52	13	**65 CNEL**	**43**	**3**
16	-23	**70 CNEL**	**20**	**-20**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

166th Street - Bloomfield to Shoemaker - Existing

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**24**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**28**	//
//		*** CNEL @ 100' **(SOFT)**	**61.29**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**13,176**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
295	256	**<-- hard 60 CNEL soft --->**	**136**	**96**
93	54	**65 CNEL**	**63**	**24**
29	-10	**70 CNEL**	**29**	**-10**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

166th Street - Shoemaker to Carmenita - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**60.74**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**11,600**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
259	220	**<-- hard 60 CNEL soft --->**	**125**	**85**
82	43	**65 CNEL**	**58**	**19**
26	-13	**70 CNEL**	**27**	**-12**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

166th Street - Carmenita to Marquardt - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**24**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**28**	
		*** CNEL @ 100' **(SOFT)**	**56.89**	
VOL		TOTAL Vehicle Volume (two-way)	**4,782**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
107	68	**<-- hard 60 CNEL soft --->**	**69**	**30**
34	-5	**65 CNEL**	**32**	**-7**
11	-29	**70 CNEL**	**15**	**-24**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

166th Street - East of Marquardt - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**35**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**51.92**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**2,108**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
34	-5	**<-- hard 60 CNEL soft --->**	**32**	**-7**
11	-29	**65 CNEL**	**15**	**-24**
3	-36	**70 CNEL**	**7**	**-32**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

183rd Street - Palo Verde to Studebaker - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**21**
//			*** CNEL @ 100' **(SOFT)**	**60.83**
//	VOL		TOTAL Vehicle Volume (two-way)	**12,829**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
287	249	**<-- hard 60 CNEL soft --->**	**133**	**95**
91	52	**65 CNEL**	**62**	**23**
29	-10	**70 CNEL**	**29**	**-10**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

183rd Street - Studebaker to Gridley - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**35**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**59.58**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**13,321**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
215	177	**<-- hard 60 CNEL soft --->**	**110**	**72**
68	30	**65 CNEL**	**51**	**13**
22	-17	**70 CNEL**	**24**	**-15**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

183rd Street - West of Bloomfield - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**35**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**59.17**	
VOL		TOTAL Vehicle Volume (two-way)	**12,134**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
196	157	**<-- hard 60 CNEL soft --->**	**103**	**65**
62	23	**65 CNEL**	**48**	**10**
20	-19	**70 CNEL**	**22**	**-16**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

183rd Street - Bloomfield to Shoemaker - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**21**
//			*** CNEL @ 100' **(SOFT)**	**60.81**
//	VOL		TOTAL Vehicle Volume (two-way)	**12,777**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
286	247	**<-- hard 60 CNEL soft --->**	**133**	**95**
90	52	**65 CNEL**	**62**	**23**
29	-10	**70 CNEL**	**29**	**-10**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

183rd Street - Shoemaker to Carmenita - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//		with >>	(Usually 23' for 2-lane, 38'		//
//		median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**60.91**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**13,072**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
292	254	**<-- hard 60 CNEL soft --->**	**135**	**97**
92	54	**65 CNEL**	**63**	**24**
29	-9	**70 CNEL**	**29**	**-9**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

183rd Street - Carmenita to Marquardt - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**59.54**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**9,538**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
213	175	**<-- hard 60 CNEL soft --->**	**109**	**71**
67	29	**65 CNEL**	**51**	**12**
21	-17	**70 CNEL**	**24**	**-15**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

183rd Street - Marquardt to Valley View - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**53.07**	
VOL		TOTAL Vehicle Volume (two-way)	**2,148**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
48	10	**<-- hard 60 CNEL soft --->**	**41**	**2**
15	-23	**65 CNEL**	**19**	**-20**
5	-34	**70 CNEL**	**9**	**-30**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

195th Street - Studebaker to Gridley - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**57.55**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**6,023**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
135	96	**<-- hard 60 CNEL soft --->**	**81**	**42**
43	4	**65 CNEL**	**37**	**-1**
13	-25	**70 CNEL**	**17**	**-21**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

195th Street - Gridley to Pioneer - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**59.66**	
VOL		TOTAL Vehicle Volume (two-way)	**9,802**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
219	181	**<-- hard 60 CNEL soft --->**	**112**	**73**
69	31	**65 CNEL**	**52**	**13**
22	-17	**70 CNEL**	**24**	**-14**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

195th Street - Pioneer to Norwalk - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**60.2**	
VOL		TOTAL Vehicle Volume (two-way)	**11,107**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
248	210	**<-- hard 60 CNEL soft --->**	**121**	**83**
79	40	**65 CNEL**	**56**	**18**
25	-14	**70 CNEL**	**26**	**-12**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

195th Street - Norwalk to Bloomfield - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**58.23**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**7,051**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
158	119	**<-- hard 60 CNEL soft --->**	**90**	**51**
50	11	**65 CNEL**	**42**	**3**
16	-23	**70 CNEL**	**19**	**-19**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

195th Street - Bloomfield to Shoemaker - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**56.25**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**4,121**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
92	53	**<-- hard 60 CNEL soft --->**	**63**	**23**
29	-10	**65 CNEL**	**29**	**-10**
9	-30	**70 CNEL**	**13**	**-26**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

605 Freeway - Alondra to 91 Freeway - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**60**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**84**
//		with >>	(Usually 23' for 2-lane, 38'	
//		median >>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**82**
//			*** CNEL @ 100' **(SOFT)**	**77.58**
//	VOL		TOTAL Vehicle Volume (two-way)	**265,500**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	RESULTS	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**2,016**	**1898**
******	5221	**65 CNEL**	**936**	**818**
******	1571	**70 CNEL**	**434**	**317**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

605 Freeway - 91 Freeway to South Street - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**60**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**84**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**82**
//			*** CNEL @ 100' **(SOFT)**	**77.13**
//	VOL		TOTAL Vehicle Volume (two-way)	**239,000**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**1,881**	**1764**
******	4684	**65 CNEL**	**873**	**756**
******	1401	**70 CNEL**	**405**	**288**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

605 Freeway - South Street to Del Amo Blvd. - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**60**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**84**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**50**
//			*** CNEL @ 100' **(SOFT)**	**76.92**
//	VOL		TOTAL Vehicle Volume (two-way)	**228,000**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**1,822**	**1736**
******	4500	**65 CNEL**	**845**	**760**
******	1365	**70 CNEL**	**392**	**307**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

91 Freeway - 605 Freeway to Pioneer - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**60**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**84**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**55**	//
//			*** CNEL @ 100' **(SOFT)**	**77.44**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**257,000**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**1,973**	**1882**
******	5079	**65 CNEL**	**916**	**825**
******	1544	**70 CNEL**	**425**	**334**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

91 Freeway - Pioneer to Norwalk Blvd. - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**60**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**84**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**55**	
		*** CNEL @ 100' **(SOFT)**	**77.32**	
VOL		TOTAL Vehicle Volume (two-way)	**250,000**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**1,937**	**1846**
******	4938	**65 CNEL**	**899**	**808**
******	1499	**70 CNEL**	**417**	**327**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

91 Freeway - Norwalk Blvd. to Bloomfield - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**60**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**84**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**55**	
		*** CNEL @ 100' **(SOFT)**	**77.16**	
VOL		TOTAL Vehicle Volume (two-way)	**241,000**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**1,890**	**1799**
******	4756	**65 CNEL**	**877**	**787**
******	1442	**70 CNEL**	**407**	**317**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

91 Freeway - Bloomfield to Artesia - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**60**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**84**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**55**
//			*** CNEL @ 100' **(SOFT)**	**76.84**
//	VOL		TOTAL Vehicle Volume (two-way)	**223,500**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	RESULTS	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**1,799**	**1709**
******	4401	**65 CNEL**	**835**	**744**
******	1330	**70 CNEL**	**388**	**297**

//				
//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

91 Freeway - Artesia Blvd. to Carmenita Rd. - Existing

Speed		Vehicle Speed (mph, 0 to 100)	**60**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**84**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**55**	
		*** CNEL @ 100' **(SOFT)**	**76.5**	
VOL		TOTAL Vehicle Volume (two-way)	**207,000**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	RESULTS	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**1,708**	**1617**
******	4073	**65 CNEL**	**793**	**702**
******	1226	**70 CNEL**	**368**	**277**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

91 Freeway - Carmenita Rd. to Marquardt Ave. - Existing

//	Speed		Vehicle Speed (mph, 0 to 100)	**60**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**84**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**45**
//			*** CNEL @ 100' **(SOFT)**	**76.29**
//	VOL		TOTAL Vehicle Volume (two-way)	**197,000**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**1,654**	**1573**
******	3877	**65 CNEL**	**768**	**687**
******	1171	**70 CNEL**	**356**	**276**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Future Conditions

Artesia Blvd. - Palo Verde to Studebaker - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**63.73**	
VOL		TOTAL Vehicle Volume (two-way)	**25,000**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
560	511	**<-- hard 60 CNEL soft --->**	**208**	**160**
177	129	**65 CNEL**	**97**	**48**
56	8	**70 CNEL**	**45**	**-4**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Artesia Blvd. - Studebaker to Gridley - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**62.49**	
VOL		TOTAL Vehicle Volume (two-way)	**18,800**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
421	372	**<-- hard 60 CNEL soft --->**	**172**	**124**
133	85	**65 CNEL**	**80**	**31**
42	-6	**70 CNEL**	**37**	**-11**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Artesia Blvd. - Gridley to Norwalk - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**62.97**
//	VOL		TOTAL Vehicle Volume (two-way)	**21,000**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
470	421	**<-- hard 60 CNEL soft --->**	**185**	**137**
149	100	**65 CNEL**	**86**	**38**
47	-1	**70 CNEL**	**40**	**-9**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

Artesia Blvd. - Norwalk to Bloomfield - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**63.03**
//	VOL		TOTAL Vehicle Volume (two-way)	**21,300**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
476	428	**<-- hard 60 CNEL soft --->**	**187**	**139**
151	102	**65 CNEL**	**87**	**38**
48	-1	**70 CNEL**	**40**	**-8**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Artesia Blvd. - Bloomfield to Shoemaker - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**64.85**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**32,400**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
724	676	**<-- hard 60 CNEL soft --->**	**247**	**199**
229	181	**65 CNEL**	**115**	**66**
72	24	**70 CNEL**	**53**	**5**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Artesia Blvd. - Shoemaker to Carmenita - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**45**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**66.63**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**36,300**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	1043	**<-- hard 60 CNEL soft --->**	**325**	**277**
345	297	**65 CNEL**	**151**	**102**
109	61	**70 CNEL**	**70**	**22**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Artesia Blvd. - Carmenita to Marquardt - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**45**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**64.89**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**24,300**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
731	683	**<-- hard 60 CNEL soft --->**	**249**	**200**
231	183	**65 CNEL**	**116**	**67**
73	25	**70 CNEL**	**54**	**5**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Artesia Blvd. - Marquardt to Valley View - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**45**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**64.19**	
VOL		TOTAL Vehicle Volume (two-way)	**20,700**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
622	574	**<-- hard 60 CNEL soft --->**	**224**	**175**
197	148	**65 CNEL**	**104**	**55**
62	14	**70 CNEL**	**48**	**-0**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Bloomfield Ave. - North of 166th - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**63.98**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**26,500**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
593	544	**<-- hard 60 CNEL soft --->**	**216**	**168**
187	139	**65 CNEL**	**100**	**52**
59	11	**70 CNEL**	**47**	**-2**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Bloomfield Ave. - 166th to 91 Freeway - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**64.84**	
VOL		TOTAL Vehicle Volume (two-way)	**32,300**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
723	674	**<-- hard 60 CNEL soft --->**	**247**	**198**
229	180	**65 CNEL**	**115**	**66**
72	24	**70 CNEL**	**53**	**5**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Bloomfield Ave. - 91 Freeway to Artesia - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**49**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**36**	//
//		*** CNEL @ 100' **(SOFT)**	**64.66**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**32,800**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
734	676	**<-- hard 60 CNEL soft --->**	**250**	**192**
232	174	**65 CNEL**	**116**	**58**
73	15	**70 CNEL**	**54**	**-4**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Bloomfield Ave. - Artesia to Towne Center Dr. - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**49**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**36**	
		*** CNEL @ 100' **(SOFT)**	**63.78**	
VOL		TOTAL Vehicle Volume (two-way)	**26,800**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
599	541	**<-- hard 60 CNEL soft --->**	**218**	**160**
190	131	**65 CNEL**	**101**	**43**
60	2	**70 CNEL**	**47**	**-11**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Bloomfield Ave. - Towne Center Dr. to 183rd - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**64.03**	
VOL		TOTAL Vehicle Volume (two-way)	**26,800**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
600	551	**<-- hard 60 CNEL soft --->**	**218**	**170**
190	141	**65 CNEL**	**101**	**53**
60	12	**70 CNEL**	**47**	**-1**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Bloomfield Ave. - 183rd to South Street - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**63.29**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**22,600**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
506	457	**<-- hard 60 CNEL soft --->**	**195**	**146**
160	111	**65 CNEL**	**90**	**42**
51	2	**70 CNEL**	**42**	**-7**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Bloomfield Ave. - South Street to 195th - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**62.89**	
VOL		TOTAL Vehicle Volume (two-way)	**20,600**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
461	413	**<-- hard 60 CNEL soft --->**	**183**	**135**
146	97	**65 CNEL**	**85**	**37**
46	-2	**70 CNEL**	**39**	**-9**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Bloomfield Ave. - 195th to Del Amo - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**63.29**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**22,600**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
506	457	**<-- hard 60 CNEL soft --->**	**195**	**146**
160	111	**65 CNEL**	**90**	**42**
51	2	**70 CNEL**	**42**	**-7**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Carmenita Road - North of 166th - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**45**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**64.72**
//	VOL		TOTAL Vehicle Volume (two-way)	**23,400**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
703	655	**<-- hard 60 CNEL soft --->**	**242**	**194**
222	174	**65 CNEL**	**113**	**64**
70	22	**70 CNEL**	**52**	**4**

//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Carmenita Road - 166th to Artesia - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**45**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**65.05**
//	VOL		TOTAL Vehicle Volume (two-way)	**25,200**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	RESULTS	DISTANCE FROM **Centerline**	**ROW**
759	710	**<-- hard 60 CNEL soft --->**	**255**	**207**
240	191	**65 CNEL**	**118**	**70**
76	27	**70 CNEL**	**55**	**6**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

Carmenita Road - Artesia to 183rd - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**45**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**65.6**
//	VOL		TOTAL Vehicle Volume (two-way)	**28,600**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
861	812	**<-- hard 60 CNEL soft --->**	**278**	**229**
272	224	**65 CNEL**	**129**	**80**
86	38	**70 CNEL**	**60**	**11**

//	View	View Angle of Observer (180)	180
//		SHIELDING (adjust output by hand)	
//		~~~~~~~~~	
//	Woods	Thickness of woodland between	0
//		observer and road (feet)	
//	Cover	Percent view coverage between	0
//		observer and road (0-100)	
//	Rows	Building rows between observer	0
//		and roadway (0-4).	

Carmenita Road - 183rd to 91 freeway- 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**64.59**	
VOL		TOTAL Vehicle Volume (two-way)	**30,500**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
682	634	**<-- hard 60 CNEL soft --->**	**238**	**189**
216	167	**65 CNEL**	**110**	**62**
68	20	**70 CNEL**	**51**	**3**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Carmenita Road - South of South Street- 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**64.05**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**26,900**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
601	553	**<-- hard 60 CNEL soft --->**	**219**	**170**
190	142	**65 CNEL**	**102**	**53**
60	12	**70 CNEL**	**47**	**-1**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Del Amo Blvd. - East of Studebaker - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**64.55**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**30,200**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
676	628	**<-- hard 60 CNEL soft --->**	**236**	**188**
214	165	**65 CNEL**	**110**	**61**
68	19	**70 CNEL**	**51**	**2**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Del Amo Blvd. - West of Mapes - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**64.93**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**33,000**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
738	689	**<-- hard 60 CNEL soft --->**	**250**	**202**
233	185	**65 CNEL**	**116**	**68**
74	25	**70 CNEL**	**54**	**5**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Del Amo Blvd. - Pioneer to Norwalk - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**64.42**	
VOL		TOTAL Vehicle Volume (two-way)	**29,300**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
656	608	**<-- hard 60 CNEL soft --->**	**232**	**183**
207	159	**65 CNEL**	**107**	**59**
66	17	**70 CNEL**	**50**	**1**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

Del Amo Blvd. - Norwalk to Bloomfield - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**63.42**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**23,300**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
521	473	**<-- hard 60 CNEL soft --->**	**199**	**150**
165	116	**65 CNEL**	**92**	**44**
52	4	**70 CNEL**	**43**	**-6**

//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Del Amo Blvd. - East of Bloomfield - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//		with >>	(Usually 23' for 2-lane, 38'		//
//		median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**62.47**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**18,700**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
419	370	**<-- hard 60 CNEL soft --->**	**172**	**123**
132	84	**65 CNEL**	**80**	**31**
42	-7	**70 CNEL**	**37**	**-11**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Gridley Road -North of Artesia - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**58.72**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**7,900**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	RESULTS	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
177	138	**<-- hard 60 CNEL soft --->**	**97**	**58**
56	17	**65 CNEL**	**45**	**6**
18	-21	**70 CNEL**	**21**	**-18**

//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Gridley Road -Artesia to 183rd - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**60.89**	
VOL		TOTAL Vehicle Volume (two-way)	**13,000**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
291	253	**<-- hard 60 CNEL soft --->**	**135**	**96**
92	54	**65 CNEL**	**63**	**24**
29	-9	**70 CNEL**	**29**	**-9**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Gridley Road -183rd to South Street- 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**21**	//
//		*** CNEL @ 100' **(SOFT)**	**62.05**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**17,000**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
380	342	**<-- hard 60 CNEL soft --->**	**161**	**122**
120	82	**65 CNEL**	**75**	**36**
38	-0	**70 CNEL**	**35**	**-4**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Gridley Road - South Street to 195th - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//		with >>	(Usually 23' for 2-lane, 38'		//
//		median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**59.57**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**9,600**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	RESULTS	DISTANCE FROM **Centerline**	**ROW**
215	176	**<-- hard 60 CNEL soft --->**	**110**	**72**
68	29	**65 CNEL**	**51**	**13**
21	-17	**70 CNEL**	**24**	**-15**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Marquardt Avenue - North of 166th - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**45**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**21**	//
//		*** CNEL @ 100' **(SOFT)**	**62.34**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**13,500**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
405	367	**<-- hard 60 CNEL soft --->**	**168**	**130**
128	90	**65 CNEL**	**78**	**40**
41	2	**70 CNEL**	**36**	**-2**

//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Marquardt Avenue - 166th to Artesia - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**45**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**21**	//
//		*** CNEL @ 100' **(SOFT)**	**62.52**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**14,100**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
424	385	**<-- hard 60 CNEL soft --->**	**173**	**135**
134	95	**65 CNEL**	**80**	**42**
42	4	**70 CNEL**	**37**	**-1**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Marquardt Avenue - South of Artesia - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**45**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**21**	//
//		*** CNEL @ 100' **(SOFT)**	**62.65**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**14,500**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
436	398	**<-- hard 60 CNEL soft --->**	**176**	**138**
138	100	**65 CNEL**	**82**	**43**
44	5	**70 CNEL**	**38**	**-0**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Marquardt Avenue - Artesia to 183rd - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**45**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**63.02**	
VOL		TOTAL Vehicle Volume (two-way)	**15,800**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
475	437	**<-- hard 60 CNEL soft --->**	**187**	**148**
150	112	**65 CNEL**	**87**	**48**
48	9	**70 CNEL**	**40**	**2**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Marquardt Avenue - South 183rd - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//		with >>	(Usually 23' for 2-lane, 38'		//
//		median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**61.98**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**16,700**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
373	335	**<-- hard 60 CNEL soft --->**	**159**	**121**
118	80	**65 CNEL**	**74**	**35**
37	-1	**70 CNEL**	**34**	**-4**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Norwalk Blvd. - North of 166th - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**35**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**21**	//
//		*** CNEL @ 100' **(SOFT)**	**61.51**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**20,800**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
336	297	**<-- hard 60 CNEL soft --->**	**148**	**110**
106	68	**65 CNEL**	**69**	**30**
34	-5	**70 CNEL**	**32**	**-7**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Norwalk Blvd. - 166th to 91 Freeway - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**21**	//
//		*** CNEL @ 100' **(SOFT)**	**64.77**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**31,800**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
711	673	**<-- hard 60 CNEL soft --->**	**244**	**206**
225	186	**65 CNEL**	**113**	**75**
71	33	**70 CNEL**	**53**	**14**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Norwalk Blvd. - 91 Freeway to Artesia- 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//		with >>	(Usually 23' for 2-lane, 38'	
//		median >>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**21**
//			*** CNEL @ 100' **(SOFT)**	**64.28**
//	VOL		TOTAL Vehicle Volume (two-way)	**28,400**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
635	597	**<-- hard 60 CNEL soft --->**	**227**	**188**
201	162	**65 CNEL**	**105**	**67**
64	25	**70 CNEL**	**49**	**10**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Norwalk Blvd. - North of 195th - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**62.91**	
VOL		TOTAL Vehicle Volume (two-way)	**20,700**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
463	425	**<-- hard 60 CNEL soft --->**	**184**	**145**
147	108	**65 CNEL**	**85**	**47**
46	8	**70 CNEL**	**40**	**1**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

Norwalk Blvd. - South of 195th - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**62.67**	
VOL		TOTAL Vehicle Volume (two-way)	**19,600**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
439	400	**<-- hard 60 CNEL soft --->**	**177**	**139**
139	100	**65 CNEL**	**82**	**44**
44	5	**70 CNEL**	**38**	**-0**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Palo Verde Ave - Artesia to 183rd - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**24**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**28**	
		*** CNEL @ 100' **(SOFT)**	**61.03**	
VOL		TOTAL Vehicle Volume (two-way)	**12,400**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
277	238	**<-- hard 60 CNEL soft --->**	**130**	**91**
88	48	**65 CNEL**	**61**	**21**
28	-12	**70 CNEL**	**28**	**-11**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Palo Verde Ave - South 183rd - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**24**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**28**	//
//		*** CNEL @ 100' **(SOFT)**	**61.83**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**14,900**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
333	294	**<-- hard 60 CNEL soft --->**	**147**	**108**
105	66	**65 CNEL**	**68**	**29**
33	-6	**70 CNEL**	**32**	**-8**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Palo Verde Ave - North of South Street - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**24**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**28**	
		*** CNEL @ 100' **(SOFT)**	**61.94**	
VOL		TOTAL Vehicle Volume (two-way)	**15,300**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
343	303	**<-- hard 60 CNEL soft --->**	**150**	**111**
108	69	**65 CNEL**	**70**	**30**
34	-5	**70 CNEL**	**32**	**-7**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Park Plaza Drive - West of Town Center Drive - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**25**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**24**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**28**	//
//		*** CNEL @ 100' **(SOFT)**	**53.18**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**6,100**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
45	6	**<-- hard 60 CNEL soft --->**	**39**	**-0**
14	-25	**65 CNEL**	**18**	**-21**
5	-35	**70 CNEL**	**8**	**-31**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Park Plaza Drive - West of Shoemaker - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**25**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**24**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**28**
//			*** CNEL @ 100' **(SOFT)**	**57.31**
//	VOL		TOTAL Vehicle Volume (two-way)	**15,800**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
118	79	**<-- hard 60 CNEL soft --->**	**74**	**34**
37	-2	**65 CNEL**	**34**	**-5**
12	-28	**70 CNEL**	**16**	**-23**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

Pioneer Blvd - South Street to 195th - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**62.54**
//	VOL		TOTAL Vehicle Volume (two-way)	**19,000**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	RESULTS	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
425	376	**<-- hard 60 CNEL soft --->**	**173**	**125**
134	86	**65 CNEL**	**81**	**32**
42	-6	**70 CNEL**	**37**	**-11**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

Pioneer Blvd - South of 195th - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**62.44**
//	VOL		TOTAL Vehicle Volume (two-way)	**18,600**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
416	367	**<-- hard 60 CNEL soft --->**	**171**	**122**
132	83	**65 CNEL**	**79**	**31**
42	-7	**70 CNEL**	**37**	**-12**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

Pioneer Blvd - North of South Street - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**63.13**	
VOL		TOTAL Vehicle Volume (two-way)	**21,800**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
487	439	**<-- hard 60 CNEL soft --->**	**190**	**141**
154	106	**65 CNEL**	**88**	**40**
49	0	**70 CNEL**	**41**	**-8**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

Shoemaker Ave - North of 166th - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**61.18**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**13,900**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
311	273	**<-- hard 60 CNEL soft --->**	**141**	**102**
98	60	**65 CNEL**	**65**	**27**
31	-7	**70 CNEL**	**30**	**-8**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Shoemaker Ave - 166th to Artesia - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**62.03**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**16,900**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
378	340	**<-- hard 60 CNEL soft --->**	**160**	**122**
120	81	**65 CNEL**	**74**	**36**
38	-1	**70 CNEL**	**35**	**-4**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Shoemaker Ave - Artesia to Park Plaza - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**62.13**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**17,300**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
387	349	**<-- hard 60 CNEL soft --->**	**163**	**124**
122	84	**65 CNEL**	**76**	**37**
39	0	**70 CNEL**	**35**	**-3**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Shoemaker Ave - Park Plaza to 183rd - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**61.71**	
VOL		TOTAL Vehicle Volume (two-way)	**15,700**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
352	313	**<-- hard 60 CNEL soft --->**	**153**	**114**
111	73	**65 CNEL**	**71**	**32**
35	-3	**70 CNEL**	**33**	**-6**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

Shoemaker Ave - 183rd to South Street - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//		with >>	(Usually 23' for 2-lane, 38'		//
//		median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**60.65**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**12,300**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
275	237	**<-- hard 60 CNEL soft --->**	**130**	**91**
87	49	**65 CNEL**	**60**	**22**
28	-11	**70 CNEL**	**28**	**-11**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Shoemaker Ave - South of South Street - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**57.38**	
VOL		TOTAL Vehicle Volume (two-way)	**5,800**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
130	91	**<-- hard 60 CNEL soft --->**	**79**	**40**
41	3	**65 CNEL**	**36**	**-2**
13	-26	**70 CNEL**	**17**	**-22**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

South Street - West of Studebaker - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**65.49**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**37,500**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
839	791	**<-- hard 60 CNEL soft --->**	**273**	**224**
265	217	**65 CNEL**	**127**	**78**
84	35	**70 CNEL**	**59**	**10**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

South Street - Studebaker to 605 freeway - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**49**	//
//		with >>	(Usually 23' for 2-lane, 38'		//
//		median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**36**	//
//			*** CNEL @ 100' **(SOFT)**	**66.3**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**47,900**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	1013	**<-- hard 60 CNEL soft --->**	**321**	**263**
339	280	**65 CNEL**	**149**	**91**
107	49	**70 CNEL**	**69**	**11**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

South Street - 605 freeway to Grindley - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**49**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**36**	//
//			*** CNEL @ 100' **(SOFT)**	**66.56**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**50,800**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
******	1079	**<-- hard 60 CNEL soft --->**	**334**	**276**
359	301	**65 CNEL**	**155**	**97**
114	56	**70 CNEL**	**72**	**14**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

South Street - Grindley to Pioneer - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**49**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**36**	//
//			*** CNEL @ 100' **(SOFT)**	**64.28**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**30,100**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
674	616	**<-- hard 60 CNEL soft --->**	**235**	**177**
213	155	**65 CNEL**	**109**	**51**
67	9	**70 CNEL**	**51**	**-7**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

South Street - Pioneer to Bloomfield - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**31**	
		*** CNEL @ 100' **(SOFT)**	**64.36**	
VOL		TOTAL Vehicle Volume (two-way)	**28,900**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
647	599	**<-- hard 60 CNEL soft --->**	**229**	**181**
205	156	**65 CNEL**	**107**	**58**
65	16	**70 CNEL**	**49**	**1**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

South Street - Bloomfield to Shoemaker - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**64.37**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**29,000**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
649	600	**<-- hard 60 CNEL soft --->**	**230**	**181**
205	157	**65 CNEL**	**107**	**58**
65	16	**70 CNEL**	**50**	**1**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

South Street - Shoemaker to Carmenita - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**64.33**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**28,700**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
643	594	**<-- hard 60 CNEL soft --->**	**228**	**180**
203	155	**65 CNEL**	**106**	**58**
64	16	**70 CNEL**	**49**	**1**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

South Street - East of Carmenita - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**62.56**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**19,100**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
428	379	**<-- hard 60 CNEL soft --->**	**174**	**126**
135	87	**65 CNEL**	**81**	**32**
43	-6	**70 CNEL**	**38**	**-11**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Studebaker - Alondra to 166th - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**64.7**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**31,300**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
700	651	**<-- hard 60 CNEL soft --->**	**242**	**193**
221	173	**65 CNEL**	**112**	**64**
70	22	**70 CNEL**	**52**	**4**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Studebaker - 166th to 91 Freeway - 2020

// Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
// Grad		Road Gradient (%, 0 to 6)	0	//
// Sep1		Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
// Dist1		Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
// Dist2		Dist. from ROW to NLC	**31**	//
//		*** CNEL @ 100' **(SOFT)**	**63.25**	//
// VOL		TOTAL Vehicle Volume (two-way)	**22,400**	//
// ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
501	453	**<-- hard 60 CNEL soft --->**	**193**	**145**
158	110	**65 CNEL**	**90**	**41**
50	2	**70 CNEL**	**42**	**-7**

//				//
// View		View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
// Woods		Thickness of woodland between	0	//
//		observer and road (feet)		//
// Cover		Percent view coverage between	0	//
//		observer and road (0-100)		//
// Rows		Building rows between observer	0	//
//		and roadway (0-4).		//

Studebaker - 91 Freeway to Artesia - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//		with >>	(Usually 23' for 2-lane, 38'		//
//		median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**64.23**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**28,100**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
628	580	**<-- hard 60 CNEL soft --->**	**225**	**176**
199	150	**65 CNEL**	**104**	**56**
63	14	**70 CNEL**	**48**	**-0**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Studebaker - Artesia to 183rd - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//		with >>	(Usually 23' for 2-lane, 38'	
//		median >>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**31**
//			*** CNEL @ 100' **(SOFT)**	**62.84**
//	VOL		TOTAL Vehicle Volume (two-way)	**20,400**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
456	408	**<-- hard 60 CNEL soft --->**	**182**	**133**
144	96	**65 CNEL**	**84**	**36**
46	-3	**70 CNEL**	**39**	**-9**

//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Studebaker - 183rd to South Street - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**35**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**62.56**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**26,500**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
428	379	**<-- hard 60 CNEL soft --->**	**174**	**126**
135	87	**65 CNEL**	**81**	**32**
43	-6	**70 CNEL**	**38**	**-11**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Studebaker - South Street to 195th - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**60.85**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**12,900**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
288	240	**<-- hard 60 CNEL soft --->**	**134**	**85**
91	43	**65 CNEL**	**62**	**14**
29	-20	**70 CNEL**	**29**	**-20**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

Studebaker - South of 195th - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**60.47**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**11,800**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
264	216	**<-- hard 60 CNEL soft --->**	**126**	**78**
84	35	**65 CNEL**	**59**	**10**
26	-22	**70 CNEL**	**27**	**-21**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Towne Center Drive - Bloomfield to Park Plaza E - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**25**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**57.58**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**16,800**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
125	86	**<-- hard 60 CNEL soft --->**	**77**	**37**
40	0	**65 CNEL**	**36**	**-4**
13	-27	**70 CNEL**	**17**	**-23**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Towne Center Drive - Park Plaza E to 183rd - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**25**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**54.62**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**8,500**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
63	24	**<-- hard 60 CNEL soft --->**	**49**	**9**
20	-19	**65 CNEL**	**23**	**-17**
6	-33	**70 CNEL**	**10**	**-29**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Valley View Avenue - North of Artesia - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**45**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//		with >>	(Usually 23' for 2-lane, 38'		//
//		median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**31**	//
//			*** CNEL @ 100' **(SOFT)**	**66.49**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**35,100**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
******	1006	**<-- hard 60 CNEL soft --->**	**318**	**270**
333	285	**65 CNEL**	**148**	**99**
105	57	**70 CNEL**	**69**	**20**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

Valley View Avenue - Artesia to 183rd - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**45**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**49**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**36**	
		*** CNEL @ 100' **(SOFT)**	**65.78**	
VOL		TOTAL Vehicle Volume (two-way)	**31,600**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
950	892	**<-- hard 60 CNEL soft --->**	**296**	**238**
300	242	**65 CNEL**	**138**	**80**
95	37	**70 CNEL**	**64**	**6**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

166th Street - West of Studebaker - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**25**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**47.09**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**1,500**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
11	-28	**<-- hard 60 CNEL soft --->**	**15**	**-24**
4	-36	**65 CNEL**	**7**	**-32**
1	-38	**70 CNEL**	**3**	**-36**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

166th Street - Studebaker to Gridley - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**35**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**59.09**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**11,000**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
178	138	**<-- hard 60 CNEL soft --->**	**97**	**57**
56	17	**65 CNEL**	**45**	**6**
18	-22	**70 CNEL**	**21**	**-18**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

166th Street - West of Norwalk - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**35**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**59.01**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**10,800**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
174	135	**<-- hard 60 CNEL soft --->**	**96**	**56**
55	16	**65 CNEL**	**44**	**5**
17	-22	**70 CNEL**	**21**	**-19**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

166th Street - Norwalk to Bloomfield - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//		with >>	(Usually 23' for 2-lane, 38'		//
//		median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**60.28**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**11,300**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
253	214	**<-- hard 60 CNEL soft --->**	**123**	**84**
80	42	**65 CNEL**	**57**	**18**
25	-13	**70 CNEL**	**26**	**-12**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

166th Street - Bloomfield to Shoemaker - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**21**	//
//		*** CNEL @ 100' **(SOFT)**	**61.42**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**14,700**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
329	290	**<-- hard 60 CNEL soft --->**	**146**	**108**
104	66	**65 CNEL**	**68**	**29**
33	-6	**70 CNEL**	**31**	**-7**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

166th Street - Shoemaker to Carmenita - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**60.85**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**12,900**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
288	250	**<-- hard 60 CNEL soft --->**	**134**	**95**
91	53	**65 CNEL**	**62**	**24**
29	-10	**70 CNEL**	**29**	**-10**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

166th Street - Carmenita to Marquardt - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**57.34**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**5,300**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
119	79	**<-- hard 60 CNEL soft --->**	**74**	**35**
37	-2	**65 CNEL**	**34**	**-5**
12	-28	**70 CNEL**	**16**	**-23**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

166th Street - East of Marquardt - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**35**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**52.48**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**2,400**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
39	-1	**<-- hard 60 CNEL soft --->**	**35**	**-4**
12	-27	**65 CNEL**	**16**	**-23**
4	-35	**70 CNEL**	**8**	**-32**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

183rd Street - Palo Verde to Studebaker - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**21**
//			*** CNEL @ 100' **(SOFT)**	**61.24**
//	VOL		TOTAL Vehicle Volume (two-way)	**14,100**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
315	277	**<-- hard 60 CNEL soft --->**	**142**	**104**
100	61	**65 CNEL**	**66**	**27**
32	-7	**70 CNEL**	**31**	**-8**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

183rd Street - Studebaker to Gridley - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**35**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//		with >>	(Usually 23' for 2-lane, 38'		//
//		median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**60**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**14,700**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
237	199	**<-- hard 60 CNEL soft --->**	**117**	**79**
75	36	**65 CNEL**	**55**	**16**
24	-15	**70 CNEL**	**25**	**-13**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

183rd Street - West of Bloomfield - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**61.02**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**13,400**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
300	261	**<-- hard 60 CNEL soft --->**	**137**	**99**
95	56	**65 CNEL**	**64**	**25**
30	-8	**70 CNEL**	**30**	**-9**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

183rd Street - Bloomfield to Shoemaker - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**61.24**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**14,100**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
315	277	**<-- hard 60 CNEL soft --->**	**142**	**104**
100	61	**65 CNEL**	**66**	**27**
32	-7	**70 CNEL**	**31**	**-8**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

183rd Street - Shoemaker to Carmenita - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**61.36**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**14,500**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
324	286	**<-- hard 60 CNEL soft --->**	**145**	**106**
103	64	**65 CNEL**	**67**	**29**
32	-6	**70 CNEL**	**31**	**-7**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

183rd Street - Carmenita to Marquardt - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//		with >>	(Usually 23' for 2-lane, 38'		//
//		median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**59.96**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**10,500**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
235	196	**<-- hard 60 CNEL soft --->**	**117**	**78**
74	36	**65 CNEL**	**54**	**16**
23	-15	**70 CNEL**	**25**	**-13**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

183rd Street - Marquardt to Valley View - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**38**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**21**	//
//			*** CNEL @ 100' **(SOFT)**	**53.55**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**2,400**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
54	15	**<-- hard 60 CNEL soft --->**	**44**	**5**
17	-21	**65 CNEL**	**20**	**-18**
5	-33	**70 CNEL**	**9**	**-29**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

195th Street - Studebaker to Gridley - 2020

//	Speed	Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad	Road Gradient (%, 0 to 6)	0	//
//	Sep1	Centerline Separation (feet)	**38**	//
//	with >>	(Usually 23' for 2-lane, 38'		//
//	median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1	Distance from observer to the	100	//
//		nearest lane centerline (>50')		//
//		(used in calculations)		//
//	Dist2	Dist. from ROW to NLC	**21**	//
//		*** CNEL @ 100' **(SOFT)**	**57.94**	//
//	VOL	TOTAL Vehicle Volume (two-way)	**6,600**	//
//	ALPHA	Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
148	109	**<-- hard 60 CNEL soft --->**	**86**	**47**
47	8	**65 CNEL**	**40**	**1**
15	-24	**70 CNEL**	**18**	**-20**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

195th Street - Gridley to Pioneer - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**40**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**38**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**21**	
		*** CNEL @ 100' **(SOFT)**	**60.58**	
VOL		TOTAL Vehicle Volume (two-way)	**12,100**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
271	233	**<-- hard 60 CNEL soft --->**	**128**	**90**
86	47	**65 CNEL**	**60**	**21**
27	-11	**70 CNEL**	**28**	**-11**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

195th Street - Pioneer to Norwalk - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**21**
//			*** CNEL @ 100' **(SOFT)**	**61.15**
//	VOL		TOTAL Vehicle Volume (two-way)	**13,800**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
309	271	**<-- hard 60 CNEL soft --->**	**140**	**102**
98	59	**65 CNEL**	**65**	**27**
31	-8	**70 CNEL**	**30**	**-8**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

195th Street - Norwalk to Bloomfield - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**38**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**21**
//			*** CNEL @ 100' **(SOFT)**	**59.14**
//	VOL		TOTAL Vehicle Volume (two-way)	**8,700**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
195	156	**<-- hard 60 CNEL soft --->**	**103**	**64**
62	23	**65 CNEL**	**48**	**9**
19	-19	**70 CNEL**	**22**	**-16**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

195th Street - Bloomfield to Shoemaker - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**40**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**24**	//
//		with >>	(Usually 23' for 2-lane, 38'		//
//		median >>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**28**	//
//			*** CNEL @ 100' **(SOFT)**	**57.26**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**5,200**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
116	77	**<-- hard 60 CNEL soft --->**	**73**	**34**
37	-3	**65 CNEL**	**34**	**-5**
12	-28	**70 CNEL**	**16**	**-24**

//				//
//	View	View Angle of Observer (180)	180	//
//		SHIELDING (adjust output by hand)		//
//		~~~~~~~~~		//
//	Woods	Thickness of woodland between	0	//
//		observer and road (feet)		//
//	Cover	Percent view coverage between	0	//
//		observer and road (0-100)		//
//	Rows	Building rows between observer	0	//
//		and roadway (0-4).		//

605 Freeway - Alondra to 91 Freeway - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**60**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**84**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**82**	//
//			*** CNEL @ 100' **(SOFT)**	**78.72**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**345,150**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**2,401**	**2284**
******	6824	**65 CNEL**	**1,115**	**997**
******	2077	**70 CNEL**	**517**	**400**

//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

605 Freeway - 91 Freeway to South Street - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**60**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**84**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**82**
//			*** CNEL @ 100' **(SOFT)**	**78.27**
//	VOL		TOTAL Vehicle Volume (two-way)	**310,700**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	RESULTS	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**2,241**	**2123**
******	6126	**65 CNEL**	**1,040**	**923**
******	1857	**70 CNEL**	**483**	**365**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

605 Freeway - South Street to Del Amo Blvd. - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**60**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**84**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**50**	
		*** CNEL @ 100' **(SOFT)**	**78.06**	
VOL		TOTAL Vehicle Volume (two-way)	**296,400**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**2,170**	**2084**
******	5863	**65 CNEL**	**1,007**	**922**
******	1796	**70 CNEL**	**467**	**382**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

91 Freeway - 605 Freeway to Pioneer - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**60**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**84**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**55**	
		*** CNEL @ 100' **(SOFT)**	**78.41**	
VOL		TOTAL Vehicle Volume (two-way)	**321,250**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	DISTANCE FROM **ROW**
******	******	**<-- hard 60 CNEL soft --->**	**2,290**	**2199**
******	6358	**65 CNEL**	**1,063**	**972**
******	1948	**70 CNEL**	**493**	**403**

View	View Angle of Observer (180)	180	
	SHIELDING (adjust output by hand)		
	~~		
Woods	Thickness of woodland between	0	
	observer and road (feet)		
Cover	Percent view coverage between	0	
	observer and road (0-100)		
Rows	Building rows between observer	0	
	and roadway (0-4).		

91 Freeway - Pioneer to Norwalk Blvd. - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**60**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**84**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**55**
//			*** CNEL @ 100' **(SOFT)**	**78.29**
//	VOL		TOTAL Vehicle Volume (two-way)	**312,500**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**2,248**	**2157**
******	6182	**65 CNEL**	**1,043**	**953**
******	1893	**70 CNEL**	**484**	**394**

//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

91 Freeway - Norwalk Blvd. to Bloomfield - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**60**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**84**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**55**	
		*** CNEL @ 100' **(SOFT)**	**78.13**	
VOL		TOTAL Vehicle Volume (two-way)	**301,250**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**2,193**	**2103**
******	5969	**65 CNEL**	**1,018**	**927**
******	1826	**70 CNEL**	**473**	**382**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

91 Freeway - Bloomfield to Artesia - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**60**
//	Grad		Road Gradient (%, 0 to 6)	0
//	Sep1		Centerline Separation (feet)	**84**
//	with	>>	(Usually 23' for 2-lane, 38'	
//	median	>>	for 4-lane, 50' for 6-lane)	
//	Dist1		Distance from observer to the	100
//			nearest lane centerline (>50')	
//			(used in calculations)	
//	Dist2		Dist. from ROW to NLC	**55**
//			*** CNEL @ 100' **(SOFT)**	**77.8**
//	VOL		TOTAL Vehicle Volume (two-way)	**278,750**
//	ALPHA		Hard site=0, Soft site=0.5	0.5

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**2,085**	**1994**
******	5513	**65 CNEL**	**968**	**877**
******	1681	**70 CNEL**	**449**	**359**

//				//
//	View		View Angle of Observer (180)	180
//			SHIELDING (adjust output by hand)	
//			~~~~~~~~~	
//	Woods		Thickness of woodland between	0
//			observer and road (feet)	
//	Cover		Percent view coverage between	0
//			observer and road (0-100)	
//	Rows		Building rows between observer	0
//			and roadway (0-4).	

91 Freeway - Artesia Blvd. to Carmenita Rd. - 2020

Speed		Vehicle Speed (mph, 0 to 100)	**60**	
Grad		Road Gradient (%, 0 to 6)	0	
Sep1		Centerline Separation (feet)	**84**	
	with >>	(Usually 23' for 2-lane, 38'		
	median >>	for 4-lane, 50' for 6-lane)		
Dist1		Distance from observer to the	100	
		nearest lane centerline (>50')		
		(used in calculations)		
Dist2		Dist. from ROW to NLC	**55**	
		*** CNEL @ 100' **(SOFT)**	**77.47**	
VOL		TOTAL Vehicle Volume (two-way)	**258,750**	
ALPHA		Hard site=0, Soft site=0.5	0.5	

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**1,982**	**1891**
******	5103	**65 CNEL**	**920**	**829**
******	1552	**70 CNEL**	**427**	**336**

View		View Angle of Observer (180)	180	
		SHIELDING (adjust output by hand)		
		~~		
Woods		Thickness of woodland between	0	
		observer and road (feet)		
Cover		Percent view coverage between	0	
		observer and road (0-100)		
Rows		Building rows between observer	0	
		and roadway (0-4).		

91 Freeway - Carmenita Rd. to Marquardt Ave. - 2020

//	Speed		Vehicle Speed (mph, 0 to 100)	**60**	//
//	Grad		Road Gradient (%, 0 to 6)	0	//
//	Sep1		Centerline Separation (feet)	**84**	//
//	with	>>	(Usually 23' for 2-lane, 38'		//
//	median	>>	for 4-lane, 50' for 6-lane)		//
//	Dist1		Distance from observer to the	100	//
//			nearest lane centerline (>50')		//
//			(used in calculations)		//
//	Dist2		Dist. from ROW to NLC	**45**	//
//			*** CNEL @ 100' **(SOFT)**	**77.26**	//
//	VOL		TOTAL Vehicle Volume (two-way)	**246,250**	//
//	ALPHA		Hard site=0, Soft site=0.5	0.5	//

DISTANCE FROM Cntrline	DISTANCE FROM ROW	R E S U L T S	DISTANCE FROM **Centerline**	**ROW**
******	******	**<-- hard 60 CNEL soft --->**	**1,919**	**1838**
******	4867	**65 CNEL**	**891**	**810**
******	1484	**70 CNEL**	**413**	**333**

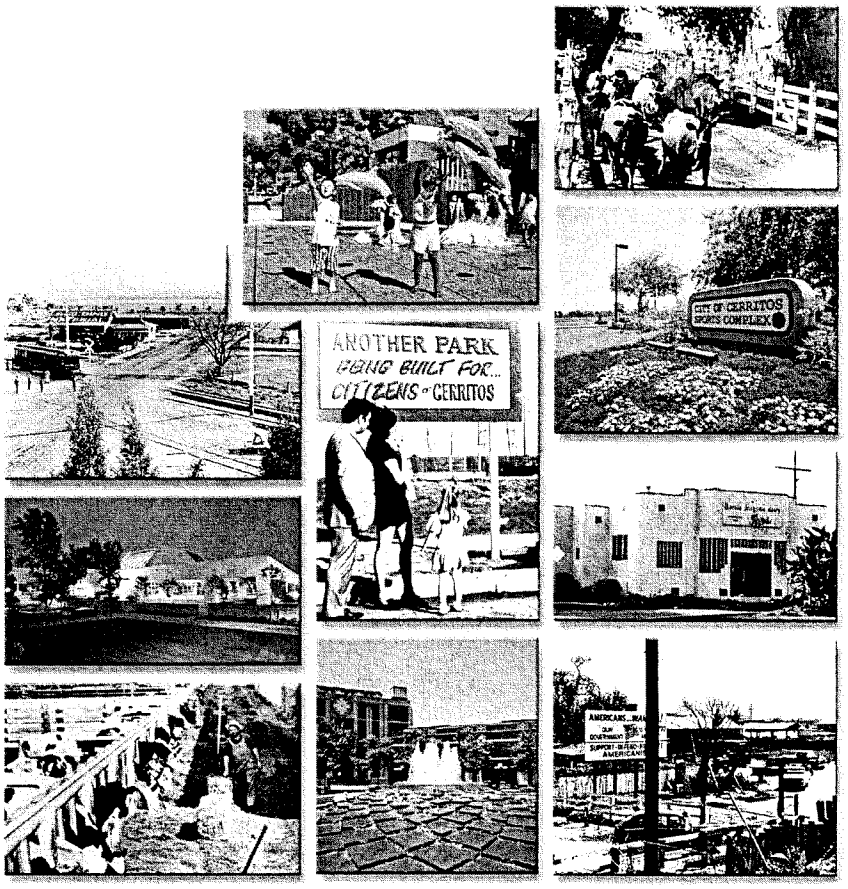
//					//
//	View		View Angle of Observer (180)	180	//
//			SHIELDING (adjust output by hand)		//
//			~~~~~~~~~		//
//	Woods		Thickness of woodland between	0	//
//			observer and road (feet)		//
//	Cover		Percent view coverage between	0	//
//			observer and road (0-100)		//
//	Rows		Building rows between observer	0	//
//			and roadway (0-4).		//

A CITY WITH VISION

CERRITOS
GENERAL PLAN & EIR

Appendix E

Notice of Preparation and NOP Responses



CITY OF CERRITOS

CIVIC CENTER · 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 · CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 860-0311 · FAX: (562) 916-1371
WWW.CI.CERRITOS.CA.US

NOTICE OF PREPARATION

To: Distribution (refer to attached list)

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:		**Consulting Firm:**	
Agency Name:	City of Cerritos Community Development Department	***Name:***	RBF Consulting
Street Address:	18125 Bloomfield Avenue	***Street Address:***	14725 Alton Parkway
City/State/Zip:	Cerritos, California 90703	***City/State/Zip:***	Irvine, California 92618
Contact:	Mr. Torrey Contreras Advance Planning/Redevelopment Manager	***Contact:***	Ms. Collette L. Morse, AICP EIR Project Manager
Telephone:	(562) 916-1201	***Telephone:***	(949) 472-3505

The City of Cerritos will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project.

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15063(a), the City of Cerritos determined that an EIR would be required for this project, and did not prepare an initial study. A list of topics to be analyzed in the environmental impact report is provided in the attached project information packet.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but ***not later than 30 days*** after receipt of this notice. Please send your response to **Mr. Torrey Contreras, Advance Planning/Redevelopment Manager**, at the address shown above. We will need the name for a contact person in your agency.

Project Title: Cerritos General Plan Update EIR

Project Location: Cerritos, Los Angeles County, California

Signature: _____

Mr. Torrey Contreras

Title: Advance Planning/Redevelopment Manager
City of Cerritos

Telephone: (562) 916-1201

Date: August 22, 2002

Reference: California Administrative Code, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

CERRITOS GENERAL PLAN UPDATE EIR
NOP DISTRIBUTION LIST

State Clearinghouse
Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

Ms. Cathy E. Creswell, Deputy Director
State of California
Department of Housing and Community Development
P.O. Box 952053
Sacramento, CA 94252-2053

South Coast Air Quality Management District
21865 E. Copley Drive
Diamond Bar, CA 91765

So. Ca. Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

City of Santa Fe Springs
c/o Planning Department
11710 Telegraph Road
Santa Fe Springs, CA 90670

City of Lakewood
c/o Planning Department
5050 North Clark
Lakewood, CA 90712

City of Buena Park
c/o Planning Department
6650 Beach Boulevard
Buena Park, CA 90620

City of La Palma
c/o Planning Department
7822 Walker Avenue
La Palma, CA 90620

City of Bellflower
c/o Planning Department
16600 Civic Center Drive
Bellflower, CA 90706

City of Artesia
c/o Planning Department
18747 Clarkdale Avenue
Artesia, CA 90701

City of Cypress
c/o Planning Department
5275 Orange Avenue
Cypress, CA 90630

Los Angeles County
Regional Planning Department
Room 1390, Hall of Records
Los Angeles, CA 90012

Mr. George Britton
Orange Co. Env. Management Agency
300 North Flower
Santa Ana, CA 92703

Mr. Tahir Ahad
ABC Unified School District
16700 Norwalk Boulevard
Cerritos, CA 90703

Bellflower Unified School District
16703 S. Clark Avenue
Bellflower, CA 90706

Cerritos Community College
11110 Alondra Boulevard
Norwalk, CA 90650

Mr. Mark Mendoza
Metro Water District
P.O. Box 54153
Los Angeles, CA 90054

Los Angeles County Dept. of Public Works
Land Development Section, Subdivision Section
P.O. Box 1460
Alhambra, CA 91802-1460

Los Angeles County Public Works Dept.
Watershed Management Section
900 S. Fremont Ave., 11th Floor
Alhambra, CA 91803-1331

Los Angeles County Public Works Dept.
Floodplain Management Section
P.O. Box 1460
Alhambra, CA 91802-1460

Los Angeles County Fire Department
Health-Hazmat Division
7300 E. Alondra Blvd, #203
Paramount, CA 90723

Los Angeles County Dept. of Health Services
Environmental Health
Water, Sewage & Subdivision Control Section
2525 Corporate Place
Monterey Park, CA 91754

Los Angeles County Dept. of Health Services
Solid Waste Management Program
2525 Corporate Place
Monterey Park, CA 91754

Los Angeles County Sanitation District
P.O. Box 4998
Whittier, CA 90607

Southern California Gas Company
1919 S. State College Boulevard
Anaheim, CA 92806-6114

Mr. Rodger Haley
Southern California Edison
2800 E. Willow Street
Long Beach, CA 90806

Chairperson
Gabrieleno/Tongva Tribal Council
P.O. Box 693
San Gabriel, CA 91778

PROJECT INFORMATION PACKET

I. INTRODUCTION

Pursuant to Section 15082 of the CEQA Guidelines, the City of Cerritos has distributed this Notice of Preparation/Project Information Packet for the Cerritos General Plan Update and Program EIR. The General Plan Update involves a process of revising the City's existing 1988 General Plan.

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

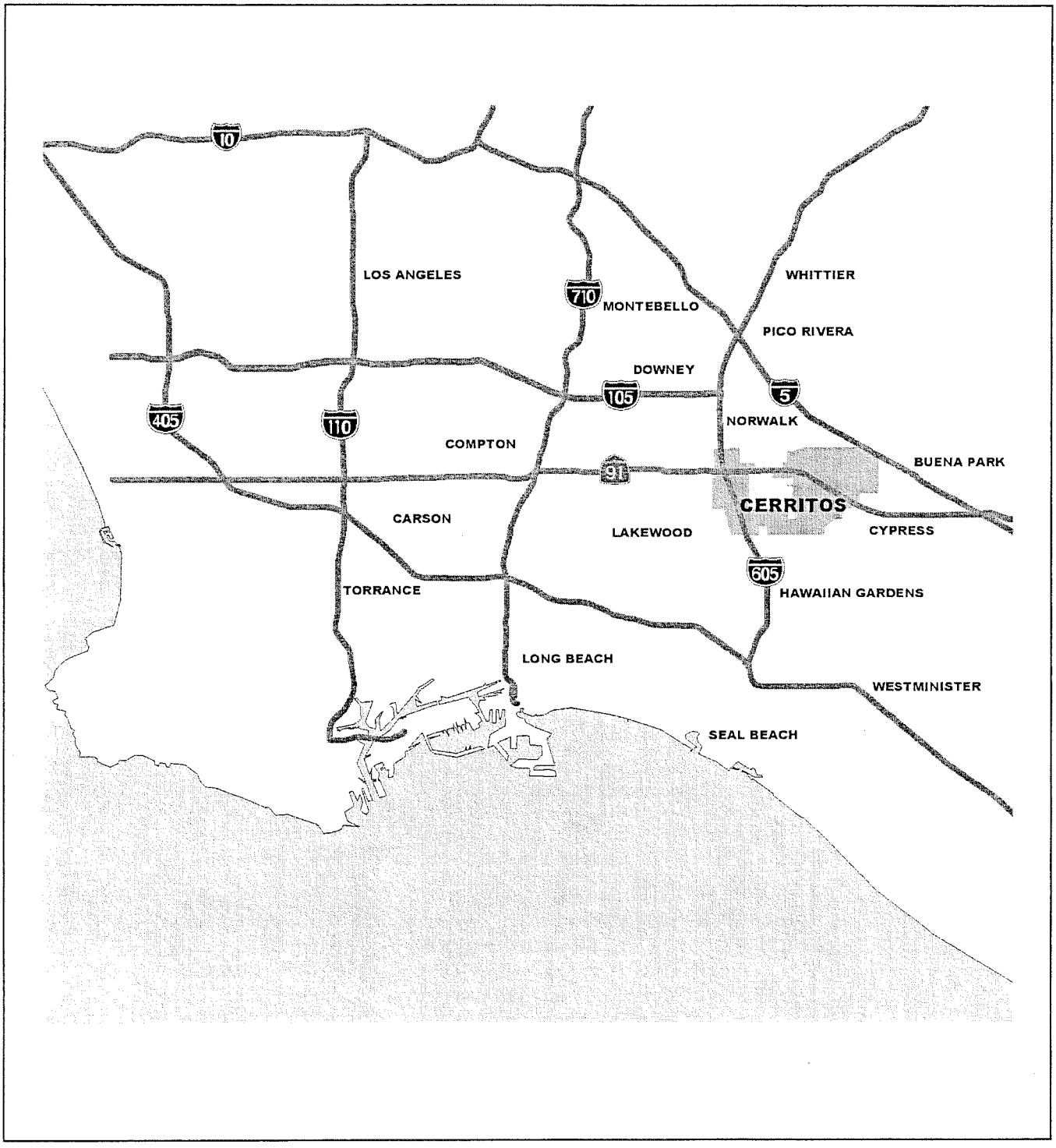
- Land Use Element;
- Circulation Element;
- Housing Element;
- Commercial and Industrial Element;
- Conservation Element;
- Open Space and Recreation Element;
- Seismic Safety Element;
- Noise Element;
- Scenic Highway Element;
- Safety Element;
- Public Services and Facilities Element;
- Public Building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

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

The sections that follow describe the City's location in the region, summarize the General Plan Update document and list the issue areas to be evaluated through a Program EIR, which will be prepared in accordance with Section 15168 of the CEQA Guidelines.

II. REGIONAL LOCATION

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



NOT TO SCALE

Regional Location Map

RBF CONSULTING PLANNING | DESIGN | CONSTRUCTION GIS

JN: 10100483
July 12, 2002

Exhibit 1

III. GENERAL PLAN UPDATE PROJECT DESCRIPTION

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

Major components of the General Plan Update include:

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

2. Update of General Plan development projections to the year 2020. Projections for population, employment, residential and non-residential development have been update for the year 2020.

3. Update of the Land Use Element, including:
   a. Establishment of building intensities for all non-residential (commercial, industrial and institutional) land use categories.

4. Addition of a Community Design Element.

5. Addition of a Growth Management Element.

6. Establishment of planning factors upon which to develop new goals and policies.

7. Additions, deletions or modifications to the 1988 General Plan goals and policies.

8. Amendment of the remaining General Plan Elements to reflect items 1, 2, 4 and 5, above.

Projected Land Use Growth

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

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

Collectively, these numbers represent a total of 15,871 dwelling units and 22,793,985 square feet of non-residential development. A population of 62,203 is anticipated in 2020.

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

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

Table 1
Summary of Vacant and Underutilized Land

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

Table 2
General Plan Land Use in 2020

Land Use Designation	2001 Acres	2001 DU/SF	2020 Acres	2020 DU/SF
Low Density Residential	1880.25	13,023 DU 139,810 SF	1,882.13	13,052 DU 139,810 SF
Medium Density Residential	208.82	2,596 DU	208.82	2,596 DU
Office-Professional Commercial	14.18	241,053 SF	15.55	390,246 DU
Community Commercial	100.88	1,517,878 SF	104.74	2,418,241 SF
Regional Commercial	380.93	72 DU 6,179,283 SF	387.05	72 DU 6,845,751 SF
Industrial/Commercial	28.83	536,076 SF	28.83	643,230 SF
Light Industrial	697.85	11,343,771 SF	709.91	11,778,472 SF
Educational	403.49	186,100 SF	403.49	150 DU 355,994 SF
Public/Quasi-Public	21.80	137,666 SF	21.80	137,666 SF
Parks and Open Space	278.37	42,975 SF	279.70	42,975 SF
Utility and Flood Control Right-of-Way	243.36	41,600 SF	243.36	41,600 SF
Railroad Right-of-Way	43.75		43.75	
Misc. Road Right-of-Way/Private Roads	28.42		28.42	
Vacant	26.62		0.00	
TOTAL	4,357.55	15,692 DU 20,366,222 SF	4,357.55	15,871 DU 22,793,985 SF
2020 Increases				+179 DU +427,763 SF

Land Use Element

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

Community Design Element

The Community Design Element will help guide future development in the City, so that overall public and private development will contribute to a high quality visual environment. This Element addresses the design issues related to community image, development within the public right-of-way and development on private property relative to architectural design, site planning and signage.

Circulation Element

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

Housing Element

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

Safety Element

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

Conservation Element

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

Air Quality Element

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

Noise Element

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

Growth Management Element

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

IV. EIR PROJECT DESCRIPTION

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

- Update of the City's land use database.
- Update of the City's traffic model.
- Revision to the General Plan noise and air quality databases upon the new traffic model runs.
- Revisions to maps, figures, text, charts and tables to reflect updated data/information.
- Deletion of redundant and/or completed goals, policies or programs.
- Addition of new goals and policies based upon the new planning factors established for the General Plan Update.

The Cerritos General Plan was last comprehensively updated in 1988. The General Plan Update supersedes the 1988 General Plan and is based upon the community's vision for Cerritos and expresses the community's long-term goals. The current update includes revisions to the Land Use, Community Design, Circulation, Housing, Safety, Conservation, Open Space/Recreation, Air Quality, Noise, and Growth Management Elements.

The goal of the Update is not to make dramatic changes to the City's existing land use policy map, but rather to quantify remaining development in a way that can be correlated to existing uses and conditions, while at the same time capitalizing on future development and/or redevelopment potential. Refer to Exhibit 2, General Plan Land Use Map.

IV. POTENTIAL ENVIRONMENTAL EFFECTS

The EIR will focus on the following environmental issues:

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

Due to the decision to prepare an Environmental Impact Report (EIR), an Initial Study was not prepared. This option is permitted under Section 15063(a) of the CEQA Guidelines, which states that if the Lead Agency determines an EIR will be required for a project, the Lead Agency may skip further initial review and begin work on the EIR. However, an Environmental Checklist is attached to show the areas being considered within the EIR.

CEQA Guidelines - Appendix G
Initial Study Checklist

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
1. AESTHETICS. *Would the project:*				
a. Have a substantial adverse effect on a scenic vista?				✓
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓		
2. AGRICULTURE RESOURCES. *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:*				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?			✓	
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?			✓	
3. AIR QUALITY. *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a. Conflict with or obstruct implementation of the applicable air quality plan?		✓		
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓		
d. Expose sensitive receptors to substantial pollutant concentrations?		✓		
e. Create objectionable odors affecting a substantial number of people?			✓	
4. BIOLOGICAL RESOURCES. *Would the project:*				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓

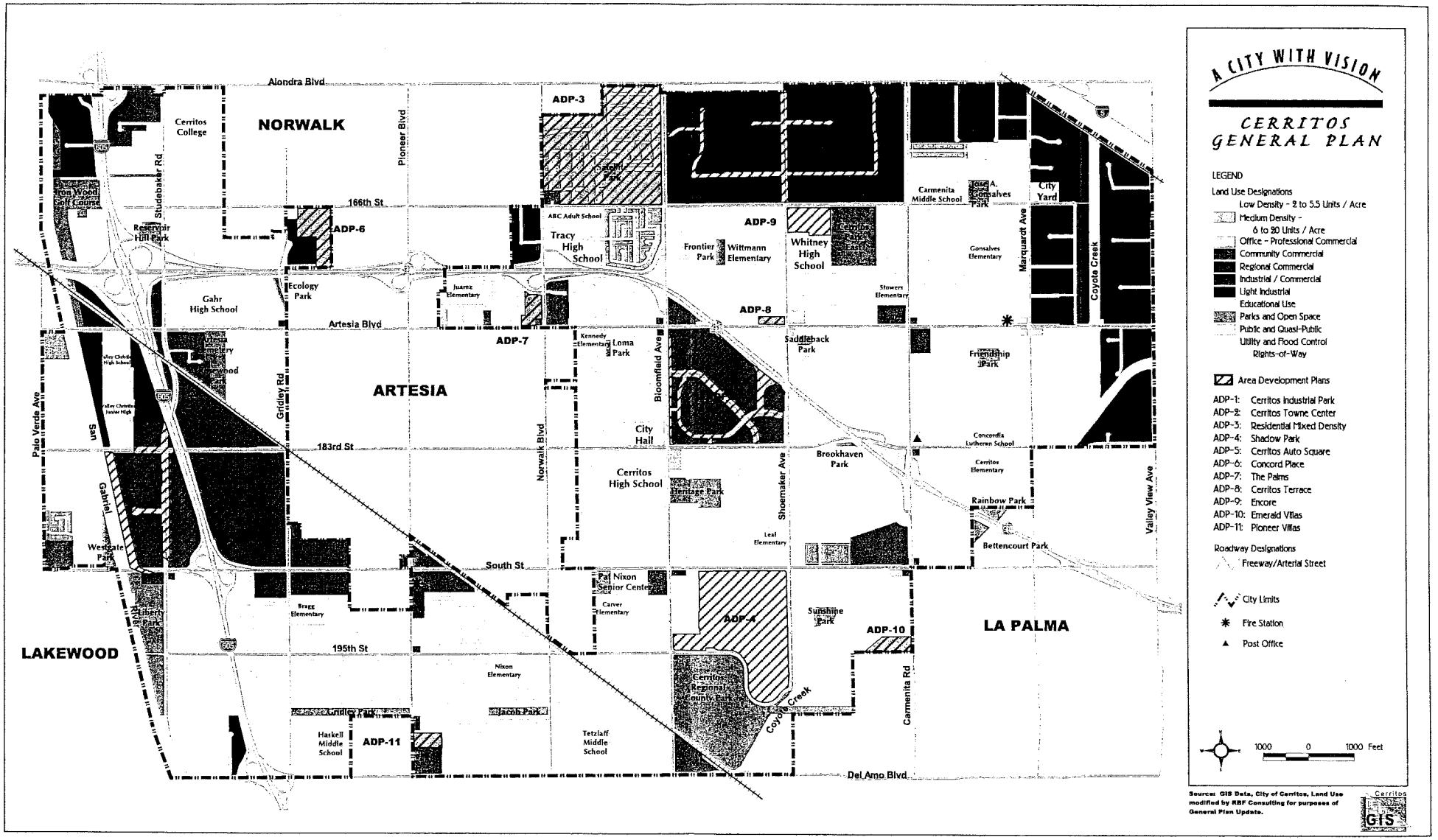
	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓		
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓
5. CULTURAL RESOURCES. *Would the project:*				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?			✓	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?			✓	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓
d. Disturb any human remains, including those interred outside of formal cemeteries?				✓
6. GEOLOGY AND SOILS. *Would the project:*				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
2) Strong seismic ground shaking?		✓		
3) Seismic-related ground failure, including liquefaction?		✓		
4) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that		✓		

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		(✓)		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
7. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓		
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		✓		
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		✓		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
8. HYDROLOGY AND WATER QUALITY. *Would the project:*				
a. Violate any water quality standards or waste discharge requirements?		✓		
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which			✓	

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
permits have been granted)?				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		✓		
f. Otherwise substantially degrade water quality?		✓		
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			✓	
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✓	
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?		✓		
j. Inundation by seiche, tsunami, or mudflow?				✓
9. LAND USE AND PLANNING. *Would the project:*				
a. Physically divide an established community?			✓	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
10. MINERAL RESOURCES. *Would the project:*				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
11. NOISE. *Would the project result in:*				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓		

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
12. POPULATION AND HOUSING. *Would the project:*				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	
13. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?		✓		
2) Police protection?		✓		
3) Schools?		✓		
4) Parks?		✓		
5) Other public facilities?		✓		
14. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		✓		
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?		✓		

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
15. TRANSPORTATION/TRAFFIC. *Would the project:*				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		✓		
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?		✓		
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e. Result in inadequate emergency access?		✓		
f. Result in inadequate parking capacity?			✓	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		✓		
16. UTILITIES AND SERVICE SYSTEMS. *Would the project:*				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		✓		
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓		
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓		
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		✓		
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		✓		
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		✓		
g. Comply with federal, state, and local statutes and regulations related to solid waste?		✓		



General Plan Land Use Map

RBF CONSULTING GIS

JN: 10100483
July 12, 2002

Exhibit 2

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
GOVERNOR

Notice of Preparation

Tal Finney
INTERIM DIRECTOR

August 23, 2002

To Reviewing Agencies

Re Cerritos General Plan Update EIR
SCH# 2002081107

Attached for your review and comment is the Notice of Preparation (NOP) for the Cerritos General Plan Update EIR draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Torrey Contreras
City of Cerritos
18125 Bloomfield Avenue
Cerritos, CA 90703

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely

Becky Frank
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

State Clearinghouse Data Base

SCH# 2002081107
Project Title Cerritos General Plan Update EIR
Lead Agency Cerritos, City of

Type NOP Notice of Preparation

Description The General Plan Update is a comprehensive update of the 1986 General Plan and reorganization into the following elements: Land Use, Community Design, Circulation, Housing, Safety, Conservation, Open Space/Recreation, Air Quality, Noise and Growth Management. Anticipated development conditions in 2020 would include 15,871 dwelling units and 22,793,585 square feet of non-residential uses. The anticipated growth in 2020 over 2001 existing conditions includes 179 dwelling units and 427,789 square feet of non-residential development.

Lead Agency Contact

Name Torrey Contreras
Agency City of Cerritos
Phone 562) 916-1201 **Fax**
email
Address 18125 Bloomfield Avenue
City Cerritos **State** CA **Zip** 90703

Project Location

County Los Angeles
City Cerritos
Region
Cross Streets
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways SR-91, I-605, I-5
Airports
Railways
Waterways San Gabriel River
Schools
Land Use Varies

Project Issues Aesthetic/Visual; Air Quality; Archeologic-Historic; Forest and/Fire Hazard; Flood Plain/Flooding; Drainage/Absorption; Geologic/Seismic; Job Generation; Housing; Noise; Public Services; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency, Department of Conservation, Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; State Lands Commission; Caltrans, District 7; Department of Housing and Community Development; California Highway Patrol; Caltrans, Division of Transportation Planning; Regional Water Quality Control Board, Region 4, State Clearinghouse, Department of Toxic Substances Control

Date Received 08/23/2002 **Start of Review** 08/23/2002 **End of Review** 09/23/2002

Note: Blanks in data fields result from insufficient information provided by lead agency.

...P Distribution List

...sources Agency

- Resources Agency
  Nadel Gayou
- Dept. of Boating & Waterways
  Bill Curry
- California Coastal Commission
  Elizabeth A. Fuchs
- Dept. of Conservation
  Roseanne Taylor
- Dept. of Forestry & Fire Protection
  Allen Robertson
- Office of Historic Preservation
  Hans Kreutzberg
- Dept. of Parks & Recreation
  B. Nash Tilghman
  Environmental Stewardship Section
- Reclamation Board
  Pam Bruner
- S.F. Bay Conservation & Dev't. Comm.
  Steve McAdam
- Dept. of Water Resources
  Resources Agency
  [illegible]

...ealth & Welfare

- Health & Welfare
  Wayne Hubbard
  Dept. of Health/Drinking Water

...ood & Agriculture

- Food & Agriculture
  Steve Shaffer
  Dept. of Food and Agriculture

Fish and Game

- Dept. of Fish & Game
  Scott Flint
  Environmental Services Division
- Dept. of Fish & Game 1
  Donald Koch
  Region 1
- Dept. of Fish & Game 2
  Banky Curtis
  Region 2
- Dept. of Fish & Game 3
  Robert Floerke
  Region 3
- Dept. of Fish & Game 4
  William Laudenslk
  Region 4
- Dept. of Fish & Game 5
  Don Chadwick
  Region 5, Habitat Conservation Program
- Dept. of Fish & Game 6
  Gabrina Gatchel
  Region 6, Habitat Conservation Program
- Dept. of Fish & Game 6 IM
  Tammy Allen
  Region 6, Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M
  Tom Napoli
  Marine Region

Independent Commissions

- California Energy Commission
  Environmental Office
- Native American Heritage Comm.
  Debbie Treadway
- Public Utilities Commission
  Ken Lewis
- State Lands Commission
  Betty Silva
- Governor's Office of Planning & Research
  State Clearinghouse Planner

...Quality...

- Colorado River Board
  Gerald R. Zimmerman
- Tahoe Regional Planning Agency (TRPA)
  Lyn Barnett
- Office of Emergency Services
  John Bowden, Manager
- Delta Protection Commission
  Debby Eddy
- Santa Monica Mountains Conservancy
  Paul Edelman

Dept. of Transportation

- Dept. of Transportation 1
  Mike Eagen
  District 1
- Dept. of Transportation 2
  Don Anderson
  District 2
- Dept. of Transportation 3
  Jeff Pulverman
  District 3
- Dept. of Transportation 4
  Jean Finney
  District 4
- Dept. of Transportation 5
  David Murray
  District 5
- Dept. of Transportation 6
  Marc Birnbaum
  District 6
- Dept. of Transportation 7
  Stephen J. Buswell
  District 7
- Dept. of Transportation 8
  Linda Grimes,
  District 8
- Dept. of Transportation 9
  Katy Walton
  District 9
- Dept. of Transportation 10
  Tom Dumas
  District 10
- Dept. of Transportation 11
  Bill Figge
  District 11
- Dept. of Transportation 12
  Bob Joseph
  District 12

Business, Trans & Housing

- Housing & Community Development
  Cathy Creswell
  Housing Policy Division
- Caltrans - Division of Aeronautics
  Sandy Hesnard
- California Highway Patrol
  Lt. Julie Page
  Office of Special Projects
- Dept. of Transportation
  Ron Helgeson
  Caltrans - Planning
- Dept. of General Services
  Robert Sleppy
  Environmental Services Section

Air Resources Board

- Airport Projects
  Jim Lerner
- Transportation Projects
  Kurt Karperos
- Industrial Projects
  Mike Tollstrup

- California Integrated Waste Management Board
  Sue O'Leary
- State Water Resources Control Board
  Diane Edwards
  Division of Clean Water Programs
- State Water Resources Control Board
  Greg Frantz
  Division of Water Quality
- State Water Resources Control Board
  Mike Falkenstein
  Division of Water Rights
- Dept. of Toxic Substances Control
  CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- RWQCB 3
  Central Coast Region (3)
- RWQCB 4
  Jonathan Bishop
  Los Angeles Region (4)
- RWQCB 5S
  Central Valley Region (5)
  - RWQCB 5F
    Central Valley Region (5)
    Fresno Branch Office
  - RWQCB 5R
    Central Valley Region (5)
    Redding Branch Office
- RWQCB 6
  Lahontan Region (6)
  - RWQCB 6V
    Lahontan Region (6)
    Victorville Branch Office
- RWQCB 7
  Colorado River Basin Region (7)
- RWQCB 8
  Santa Ana Region (8)
- RWQCB 9
  San Diego Region (9)

SCH Planner
(Becky Frantz)

County of Orange
Planning & Development Services Department

THOMAS B. MATHEWS
DIRECTOR

300 N. FLOWER ST
SANTA ANA, CALIFORNIA

MAILING ADDRESS
P.O. BOX 4048
SANTA ANA, CA 92702-4048

NCL 02-105

September 26, 2002

Torrey Contreras, Manager
Advance Planning/Redevelopment
City of Cerritos
18125 Bloomfield Avenue
P.O. Box 3130
Cerritos, CA 90703-3130

SUBJECT: NOP of a DEIR for the Cerritos General Plan Update

Dear Mr. Contreras:

Thank you for the opportunity to respond to the above referenced project. The County of Orange has reviewed the Notice of Preparation (NOP) and has no comment at this time. However, we would appreciate being informed of any further developments.

If you have any questions, please contact Charlotte Harryman at (714) 834-2522. Please send any further information relating to the above referenced project to Ms. Harryman at the above address.

Sincerely,

Timothy Neely, Manager
Environmental Planning Services Division

ch

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

September 10, 2002

File No: 02-00.01-00
03-00.04-00
18-00.04-00
19-00.04-00

Mr. Torrey Contrems
Advance Planning/Redevelopment Manager
City of Cerritos
18125 Bloomfield Avenue
Cerritos, CA 90703-3130

Dear Mr. Contrems:

Cerritos General Plan Update

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on August 27, 2002. Districts Nos. 2, 3, 18, and 19 serve the City of Cerritos. We offer the following comments regarding sewerage service.

1. Individual developments within the City should be reviewed by the Districts in order to determine whether or not sufficient trunk sewer capacity exists to serve each project.

2. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or **increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected.** This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

3. In order for the Districts to conform with the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into the Air Quality Management Plan, which is prepared by the South Coast Air Quality Management District in order to improve air quality in the South Coast Air Basin as mandated by the CAA. All

expansions of Districts' facilities must be sized and service phased in a manner which will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels which are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen

Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:cg

Enclosure

INFORMATION SHEET FOR APPLICANTS
PROPOSING TO CONNECT OR INCREASE THEIR DISCHARGE TO
THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY SEWERAGE SYSTEM

THE PROGRAM

The County Sanitation Districts of Los Angeles County are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to a Sanitation District's sewerage system. Your connection to a City or County sewer constitutes a connection to a Sanitation District's sewerage system as these sewers flow into a Sanitation District's system. The County Sanitation Districts of Los Angeles County provide for the conveyance, treatment, and disposal of your wastewater. **PAYMENT OF A CONNECTION FEE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY WILL BE REQUIRED BEFORE A CITY OR THE COUNTY WILL ISSUE YOU A PERMIT TO CONNECT TO THE SEWER.**

I. WHO IS REQUIRED TO PAY A CONNECTION FEE?

(1) Anyone connecting to the sewerage system for the first time any structure located on a parcel(s) of land within a County Sanitation District of Los Angeles County.

(2) Anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on or a change in land usage of a parcel already connected to the sewerage system.

(3) Anyone increasing the improvement square footage of a commercial or institutional parcel by more than 25 percent.

(4) Anyone increasing the quantity and/or strength of wastewater from an industrial parcel.

(5) If you qualify for an Ad Valorem Tax or Demolition Credit, connection fee will be adjusted accordingly.

II. HOW ARE THE CONNECTION FEES USED?

The connection fees are used to provide additional conveyance, treatment, and disposal facilities (capital facilities) which are made necessary by new users connecting to a Sanitation District's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program insures that all users pay their fair share for any necessary expansion of the system.

III. HOW MUCH IS MY CONNECTION FEE?

Your connection fee can be determined from the Connection Fee Schedule specific to the Sanitation District in which your parcel(s) to be connected is located. A Sanitation District boundary map is attached to each corresponding Sanitation District Connection Fee Schedule. Your City or County sewer permitting office has copies of the Connection Fee Schedule(s) and Sanitation District boundary map(s) for your parcel(s). If you require verification of the Sanitation District in which your parcel is located, please call the Sanitation Districts' information number listed under Item IX below.

IV. WHAT FORMS ARE REQUIRED?

The Connection Fee application package consists of the following:

The Gas Company®

A Sempra Energy® utility

Southern California Gas Company
Technical Services Department
1919 S. State College Blvd., Bldg. A
Anaheim CA. 92806

September 3, 2002

CITY OF CERRITOS
Community Development Dept.
18125 BLOOMFIELD AVE.
CERRITOS, CA. 90703

Subject: E.I.R. Notice of Preparation

Thank you for providing the opportunity to respond to this E.I.R. (Environmental Impact Report) Document. We are pleased to inform you that Southern California Gas Company has facilities in the area where the aforementioned project is proposed. Gas service to the project can be provided from an existing gas main located in various locations. The service will be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission when the contractual arrangements are made.

This letter is not a contractual commitment to serve the proposed project but is only provided as an informational service. The availability of natural gas service is based upon conditions of gas supply and regulatory agencies. As a public utility, Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. Our ability to serve can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affect gas supply or the conditions under which service is available, gas service will be provided in accordance with the revised conditions.

This letter is also provided without considering any conditions or non-utility laws and regulations (such as environmental regulations), which could affect construction of a main and/or service line extension (i.e., if hazardous wastes were encountered in the process of installing the line). The regulations can only be determined around the time contractual arrangements are made and construction has begun.

Estimates of gas usage for residential and non-residential projects are developed on an individual basis and are obtained from the Commercial-Industrial/Residential Market Services Staff by calling (800) 427-2000 (Commercial/Industrial Customers) (800) 427-2200 (Residential Customers). We have developed several programs, which are available upon request to provide assistance in selecting the most energy efficient appliances or systems for a particular project. If you desire further information on any of our energy conservation programs, please contact this office for assistance.

Sincerely,

Robert J. Waitt for

Carey Downs
Technical Supervisor
West Region-Anaheim

dja
cm02.doc

COUNTY OF LOS ANGELES
DEPARTMENT OF HEALTH SERVICES
Public Health

THOMAS L. GARTHWAITE, M.D.
Director of Health Services and Chief Medical Officer

JONATHAN E. FIELDING, M.D., M.P.H.
Director of Public Health and Health Officer

Environmental Health
ARTURO AGUIRRE, Director

Bureau of Environmental Protection
Solid Waste Management Program / L.A. County LEA
5050 Commerce Drive
Baldwin Park, California 91706-1423
(626) 430-5540 • FAX (626) 813-3022
www.lapublichealth.org/eh/envir/ehealthsw.htm

September 11, 2002

Torrey Contreras
Advance Planning/Redevelopment Manager
City of Cerritos
Civic Center
18125 Bloomfield Avenue
P.O. Box 3130
Cerritos, CA 90703-3130

Dear Mr. Contreras:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

As a Local Enforcement Agency, certified by the California Integrated Waste Management Board to act within its jurisdiction, which includes the City of Cerritos, pursuant to California Code of Regulations, Title 27, Section 21190, this agency shall review and approve proposed postclosure land uses involving closed disposal site under certain guidelines. According to this agency's records, there are two closed disposal sites within the City of Cerritos. The Dairy Valley Land Reclamation Project site (SWIS No. 19-AA-5293) is located at 19900 Bloomfield Avenue and is the current site of the City of Cerritos Sports Complex. The Fred Theriot site (SWIS No. 19-AA-5229) is located at 20200 Bloomfield Avenue and is the current site of a Target store. Any specific proposals for these two site, which would involve construction of structures on top of waste, modification of the low permeability layer, or other guidelines specified by Section 21190, should be submitted to this agency for review and approval.

Thank you for including this agency on the distribution list for the Notice of Preparation of a draft Environmental Impact Report for the Cerritos General Plan Update. If you have any questions, please contact me or Robert Vasquez at (626) 430-5540.

Sincerely,

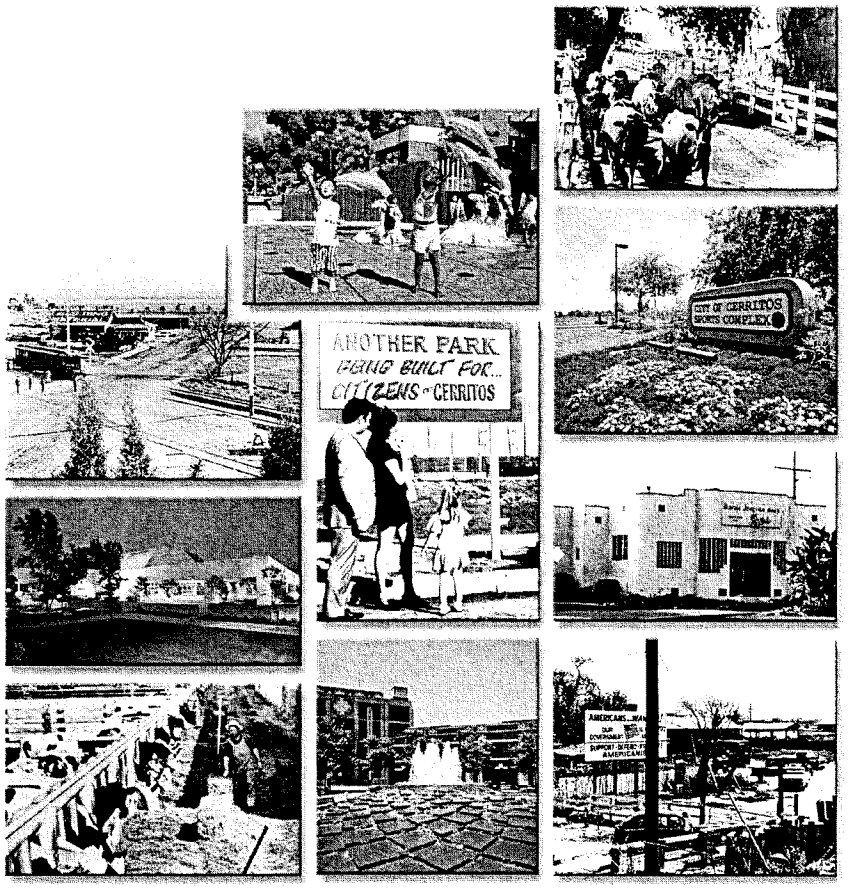
Stan Uyehara
Acting Environmental Health Specialist IV

c: Robert Vasquez, SWMP
Peter Janicki, CIWMB

A CITY WITH VISION

CERRITOS
GENERAL PLAN & EIR

Appendix F
Correspondence



LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

CERRITOS STATION

FACSIMILE TRANSMISSION

TO:
(NAME) _Ms. Starla Hack_____(DATE)___November 14, 2002_____

ORGANIZATION:_____

FAX PHONE#:___(949) 837-4122___ BUSN PHONE#:_____

NUMBER OF PAGES INCLUDING COVER SHEET: _____12_____

FROM:

STEPHANIE SLOAN, SEC. V
CERRITOS SHERIFF'S STATION
18135 S. BLOOMFIELD AVE.
CERRITOS, CA 90703
(562) 467-6826
FAX:(562) 916-1379

COMMENTS :

_____
_____
_____
_____
_____

LEROY D. BACA, SHERIFF

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169

November 13, 2002

Ms. Starla Hack
Environmental Analyst
RBF Consulting
Irvine, California 92619-7057

Dear Ms. Hack:

As you requested, please find the attached response to your police service questionnaire. I hope the information contained assists in preparing the Environmental Impact Report for the City of Cerritos General Plan Update.

If you have any questions regarding our information, please contact me at (562) 860-0044.

Sincerely,

LEROY D. BACA, SHERIFF

Ted S. Siara, Captain
Cerritos Station

POLICE SERVICE QUESTIONNAIRE
CERRITOS GENERAL PLAN UPDATE
ENVIRONMENTAL IMPACT REPORT

1. Please indicate the location of the police or sheriff stations that serve the City of Cerritos?

- *18135 South Bloomfield Avenue, Cerritos 90703 (in the Cerritos Civic Center)*

2. What are the number and types of personnel in this Department that are available to provide police protection services to the City Cerritos?

- *Sworn Staff currently totals: 64*
- *10 Reserve Deputy Sheriffs*
- *Professional Staff currently totals: 20*
- *Station Volunteers on Patrol: approximately 47*

3. What is the average response time to areas within the City of Cerritos?

- *Emergency Calls: 4 minutes*
- *Priority Calls: 7 minutes*
- *Routine Calls: 18 minutes*

4. Is the current level of police protection service provided adequate for the City? If the protection levels are not adequate, what would be required to provide an adequate level of service for the community (number and types of personnel or personnel hours, and resources required)?

- *Current levels are adequate.*

5. Have the needs for police protection services increased, decreased or remained the same during recent years? If there have been changes, please provide information about those changes, including: changes in type of service request, amount of change in service needs, known causes of changes, and timeframe in which these changes occurred. (For example, have there been significant increases/decreases in drug-related investigation, violent crime, burglary or other types of crimes.)

- *Needs for more protection services have increased over the last several years.*

- *Although almost all Part I crimes in the city have decrementally decreased over the last five years, Forgery/Fraud theft and identity theft crimes have shown a significant rise in the City and nationally. However, the city contracted for an additional investigator to meet this need.*

6. Please explain how the Department determines the increase in services required for the City.

- *Services needed are determined by increases in calls for service, sustained rises in crimes reported, and other issues directly related to community safety and the overall quality of life.*

7. What special community service community service programs do you offer?

- *The Department works closely with the City Community Mobilization Officer in managing the Volunteers on Patrol and Neighborhood Watch programs.*

- *The station collaborates with the City and the ABC Unified School District to provide a Community Academy for Young Adults, which provides high school credit and an inside look into the Los Angeles County Sheriff's Department, city government, and their role in supplying public safety.*

- *The station also has an Explorer Post that exposes young adults to law enforcement as a career choice.*

- *The Department provides a trained and skilled deputy to administer the city's Intercepting Minors with Positive Attention Care and Training (IMPACT) program. This is a program directed at children from kindergarten through eighth grade who display at-risk behavior. The deputy mentors the at-risk children to turn negative behavior toward positive activity.*

10. Is there any other relevant information regarding significant General Plan impacts?

- *None at this time.*

11. Do you anticipate that buildout of the General Plan would result in the need for physical additions to your agency (i.e., construction of new police stations)?

- *No.*

RBF CONSULTING

September 10, 2002 JN 10-100483

Attn: Operations
Cerritos Sheriff's Station
18135 Bloomfield Avenue
Cerritos, California 90703

Subject: Cerritos General Plan Update Environmental Impact Report

Attention Operations:

RBF Consulting is in the process of preparing an Environmental Impact Report (EIR) for the Cerritos General Plan Update. We are seeking a response from your agency to be incorporated into the EIR with regard to the adequacy of service provided by your agency.

Attachment A, Project Information Packet, provides a discussion of both the General Plan Update and EIR, including the major components of both documents. Please refer to Attachment A for detailed descriptions of both.

The General Plan is to be used as a guide for the City's future growth and each element addresses the City's philosophy and approach toward that particular component of City development. The General Plan estimates the maximum level of development within the City that can possibly occur; therefore, the EIR analyzes potential environmental impacts of the maximum level of development scenario to avoid underestimation of long-term impacts. The maximum level of development results from construction of greatest square footage and number of dwelling units for residential and non-residential land uses, respectively. The maximum development scenario causes the largest possible population to inhabit the City at buildout.

The EIR will be prepared as a Program EIR in accordance with Section 15168 of the CEQA Guidelines. The focus of the analysis will be to consider the buildout scenario of development and public improvements in order to create a "tiering" master document in accordance with Section 15152 of the CEQA Guidelines. In order to achieve the level of documentation, the questions contained in Appendix G (Initial Study Checklist) of the CEQA Guidelines will be utilized to evaluate each environmental issue that will be studied in the Program EIR.

We would greatly appreciate your assistance and cooperation in providing the requested information to our attached questionnaire, which identifies the relevant issues to be discussed in the EIR. Please provide your written response on agency letterhead. In order for the consultant team to meet the scheduled completion date for the EIR, we would appreciate your written response by **September 25, 2002**. For your convenience, you may also FAX your response to 949/837-4122. Please note that this environmental questionnaire is not a request for service but simply an inquiry for potential impacts on services, utilities and related environmental impacts.

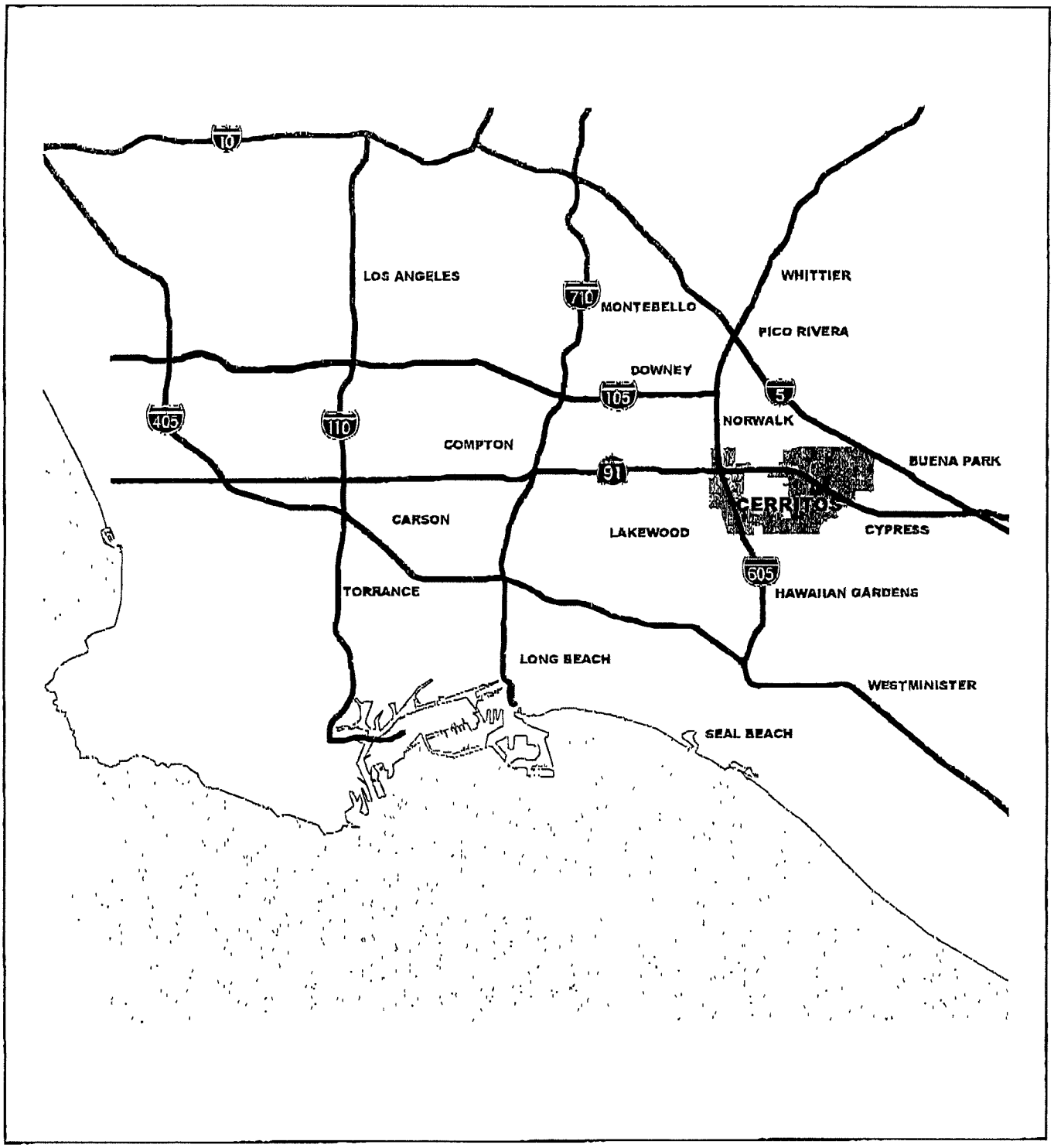
14725 Alton Parkway, Irvine, CA 92618-2027 ■ P.O. Box 57057, Irvine, CA 92619-7057 ■ 949.472.3505 ■ Fax 949.472.8373

If you have nay questions or require additional information, please do not hesitate to contact me at 949/855-5771 or Collette Morse, AICP, EIR Project Manager at 949/855-3653. Again, thank you for your cooperation.

Sincerely,

Starla Hack
Environmental Analyst

Attachments:
Regional Location Map
Project Information Packet
Questionnaire



NOT TO SCALE

Regional Location Map

RBF CONSULTING GIS

JN: 10100483
July 12, 2002

Exhibit I-1

POLICE SERVICE QUESTIONNAIRE
CERRITOS GENERAL PLAN UPDATE
ENVIRONMENTAL IMPACT REPORT

Please respond to the following questions on your agency letterhead.

1. Please indicate the location of the police or sheriff stations that serve the City of Cerritos.

2. What are the number and types of personnel in this Department that are available to provide police protection services to the City of Cerritos?

3. What is the average response time to areas within the City of Cerritos?

4. Is the current level of police protection service provided adequate for the City? If the protection levels are not adequate, what would be required to provide an adequate level of service for the community (number and types of personnel or personnel hours, and resources required)?

5. Have the needs for police protection services increased, decreased or remained the same during recent years? If there have been changes, please provide information about those changes, including: changes in type of service request, amount of change in service needs, known causes of changes, and timeframe in which these changes occurred. (For example, have there been significant increases/decreases in drug-related investigation, violent crime, burglary or other types of crimes.)

6. Please explain how the Department determines the increase in services required for the City.

7. What special community service programs do you offer?

10. Is there any other relevant information regarding significant General Plan impacts?

11. Do you anticipate that buildout of the General Plan would result in the need for physical additions to your agency (i.e., construction of new police stations)?

PROJECT INFORMATION PACKET

I. REGIONAL LOCATION

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

II. INTRODUCTION

The Cerritos General Plan Update involves a process of revising the City's existing 1988 General Plan.

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

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

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

III. 2001 GENERAL PLAN UPDATE PROJECT DESCRIPTION

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

Major components of the General Plan Update include:

1. Update of existing conditions, with year 2001 serving as the baseline year.
2. Update of General Plan development projections to the year 2020. Projections for population, employment, residential and non-residential development have been updated for the year 2020.

3. Update of the Land Use Element, including:
   a. Establishment of building intensities for all non-residential (commercial, industrial and institutional) land use categories.
4. Addition of a Community Design Element.
5. Addition of a Growth Management Element.
6. Establishment of planning factors upon which to develop new goals and policies.
7. Additions, deletions or modifications to the 1988 General Plan goals and policies.
8. Amendment of the remaining General Plan Elements to reflect items 1, 2, 4 and 5, above.

IV. EIR PROJECT DESCRIPTION

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

- Update of the City's land use database.
- Update of the City's traffic model.
- Revision to the General Plan noise and air quality databases upon the new traffic model runs.
- Revisions to maps, figures, text, charts and tables to reflect updated data/information.
- Deletion of redundant and/or completed goals, policies or programs.
- Addition of new goals and policies based upon the new planning factors established for the General Plan Update.

The Cerritos General Plan was last comprehensively updated in 1988. The General Plan Update supersedes the 1988 General Plan and is based upon the community's vision for Cerritos and expresses the community's long-term goals. The current update includes revisions to the Land Use, Community Design, Circulation, Housing, Safety, Conservation, Open Space/Recreation, Air Quality, Noise and Growth Management Elements.

Projected Land Use Growth

The City of Cerritos is approximately 99 percent built out, and as such, the General Plan Update will focus on preserving residential neighborhoods, guiding the remaining development and redevelopment opportunities and encouraging the revitalization of selected areas. There were approximately 27 acres of vacant land and approximately 46 acres of underutilized land in the City. Development conditions are anticipated to result in following scenario in 2020:

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

Collectively, these numbers represent a total of 15,871 dwelling units and 22,793,985 square feet of non-residential development. A population of 62,203 is anticipated in 2020.

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

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

Refer to Table 1, which provides a summary of August 2001 development by General Plan land use categories, projected additional residential development in 2020 and projected additional non-residential development in 2020.

Table 1
General Plan Land Use in 2020

Land Use Designation	2001 Acres	2001 DU/SF	2020 Acres	2020 DU/SF
Low Density Residential	1880.25	13,023 DU 139,810 SF	1,882.13	13,052 DU 139,810 SF
Medium Density Residential	208.82	2,596 DU	208.82	2,596 DU
Office-Professional Commercial	14.18	241,053 SF	15.55	390,246 DU
Community Commercial	100.88	1,517,878 SF	104.74	2,418,241 SF
Regional Commercial	380.93	72 DU 6,179,283 SF	387.05	72 DU 6,845,751 SF
Industrial/Commercial	28.83	536,076 SF	28.83	643,230 SF
Light Industrial	697.85	11,343,771 SF	709.91	11,778,472 SF
Educational	403.49	186,100 SF	403.49	150 DU 355,994 SF
Public/Quasi-Public	21.80	137,666 SF	21.80	137,666 SF
Parks and Open Space	278.37	42,975 SF	279.70	42,975 SF
Utility and Flood Control Right-of-Way	243.36	41,600 SF	243.36	41,600 SF
Railroad Right-of-Way	43.75		43.75	
Misc. Road Right-of-Way/Private Roads	28.42		28.42	
Vacant	26.62		0.00	
TOTAL	4,357.55	15,692 DU 20,366,222 SF	4,357.55	15,871 DU 22,793,985 SF
2020 Increases				+179 DU +427,763 SF

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

October 31, 2002

Starla Hack, Environmental Analyst
RBF Consulting
14725 Alton Parkway
Irvine, CA 92618-2017

Dear Ms. Hack:

NOTICE OF PREPARATION -- ENVIRONMENTAL IMPACT REPORT
THE PROPOSED CERRITOS GENERAL PLAN UPDATE -- (EIR #1487/2002)

The Notice of Preparation of an Environmental Impact Report for the proposed Cerritos General Plan has been reviewed by the Planning Section, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

There are two fire stations in Cerritos. Station 30, located at 19030 Pioneer Blvd., Cerritos, CA 90703-6602, has a 3-person engine company, a four-person quint (combination engine/ladder truck) company, and a 2-person paramedic squad. Station 35, located at 13717 Artesia Blvd., Cerritos, CA 90703-4804, has a 3-person engine company.

In addition, three fire stations outside the Cerritos city limits have jurisdiction (first-responder area) within the city. Station 34, located at 21207 S. Norwalk Blvd., Hawaiian Gardens, CA 90716-1020, has a 3-person engine. Station 94, located at 6421 E. Turnergrove Drive, Lakewood, CA 90713-2706, has a 3-person engine, a 2-person squad, and a 2-person emergency support team (for manpower augmentation in major incidents). Station 115, located at 11317 Alondra Blvd., Norwalk, CA 90650-6225, has a 4-person engine.

For the 12-month period from 10/01/2001 to 9/30/2002, there were 2,551 emergency incidents in the City of Cerritos, with an average response time of 4 minutes and 34 seconds for the first-arriving unit. Our current computer information system has been in place for less than two years, so it is difficult to say whether there has been a long-term pattern of change in demand for service in the area.

Your September 10th letter concerning this project contains an apparent error. In Table 1, the figure given for the increase in square feet of non-residential development appears to be incorrect.

The Fire Department's allocation of resources—stations, equipment, and staffing—is based on population, development, assessed valuation, incident volume and type, and response distances/times.

Fire protection serving the area appears to be adequate for the existing development/land use; however, each additional development creates greater demands on existing resources. Consequently, the impact that this project will have on the adequacy of the Fire Department's level of service remains uncertain.

LAND DEVELOPMENT UNIT:
The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.

This project does not propose construction of structures or any other improvements at this time. Therefore, until actual construction is proposed the project will not have a significant impact to the Fire Department, Land Development Unit.

Should any questions arise regarding subdivision, water systems, or access please contact Inspector J. Scott Greenelsh at (323) 890-4235.

FORESTRY DIVISION:
The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Environmental Impact Report.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

David R. Leininger

DAVID R. LEININGER, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

DRL:lc

ABC Unified School District

16700 Norwalk Boulevard, Cerritos, CA 90703 (562) 926-5566

FAX NUMBER: (562) 404-1092

FACSIMILE TRANSMISSION COVER SHEET

DATE: October 17, 2002

TO: Starla Hack, RBF Consulting

FAX #: 949.837.4122

FROM: Feliza Dixon, Superintendent's Office

MESSAGE: Information per your request.

NO. OF PAGES INCLUDING COVER SHEET: 8

PLEASE CALL FELIZA DIXON AT (562) 926-5566 EXT. 21163
IF TRANSMISSION IS INCOMPLETE.

SCHOOL FACILITIES QUESTIONNAIRE
CERRITOS GENERAL PLAN UPDATE
ENVIRONMENTAL IMPACT REPORT

Please respond to the following questions on your agency letterhead and provide maps to illustrate facility locations.

1. Please list the name and address of all elementary, junior high and high schools that the District is responsible for in the City of Cerritos.

   See attachment #1

2. What are the exiting attendance levels and current capacities at each facility?

   See attachment #2

3. Does the District currently use portable or temporary classrooms at any of the school sites? If so, identify the school and number of portable facilities.

   See attachment #3

4. What are the average student generation rates per dwelling unit at each school level? Will new facilities be required?

   .60 (enrollment/revenue limit - 9404/15692)

   No new facilites will be required.

5. Are fees assessed against new developments for school – related services? If so, in which amount?

   Fees are assessed on the current fee schedule:

   .31 cents for commerical
   $1.93 for residential

6. Are there any new schools planned in the City?

   No new public schols in the City of Cerritos are planned by the ABC Unified School District.

7. What issues are important to the District? If you have any particular concerns about the ability of the District to continue to provide adequate levels of educational services, what do you recommend to alleviate these concerns?

see attachment #4

8. Do you anticipate that buildout of the General Plan would result in the need for physical additions to your agency (i.e., construction of new school facilities)?

If the buildout anticipated in the General Plan results in higher population density, the District will have to consider the construction of new school facilities, transporting students from the over-enrolled schools to under-enrolled schools, and the replacement of portable buildings intended for temporary use.

ABC UNIFIED SCHOOL DISTRICT
SCHOOL DIRECTORY
2001-02

ATTACHMENT #1

ELEMENTARY SCHOOLS

Aloha Elementary School
Janna Armbruster, Principal
11737 E. 214th Street
Lakewood 90715
(562) 924-8329, FAX 809-3297

Bragg Elementary School
Warren White, Principal
11501 Bos Street
Cerritos 90703
(562) 860-5580, FAX 402-2580

Burbank Elementary School
Cheryl Bodger, Principal
17711 Roseton
Artesia 90701
(562) 865-6215, FAX 402-9856

Carver Elementary School
Lynda Brown, Principal
19200 Ely Street
Cerritos 90703
(562) 865-1257, FAX 402-8678

Cerritos Elementary School
Beverly Spicer, Principal
13600 E. 183rd Street
Cerritos 90703
(562) 926-1315, FAX 404-4635

Elliott Elementary School
Valencia Mayfield, Principal
18415 Cortner
Artesia 90701
(562) 865-5216, FAX 924-8216

Furgeson Elementary School
Linda Dohm, Principal
22215 Elaine
Hawaiian Gardens 90716
(562) 421-8285, FAX 421-5345

Gonsalves Elementary School
LuAnn Adler, Principal
13650 Park Street
Cerritos 90703
(562) 926-1347, FAX 802-0483

Hawaiian Elementary School
Wade Austin, Principal
12350 E. 226th Street
Hawaiian Gardens 90716
(562) 594-9525, FAX 431-9547

Juarez Elementary School
Laurie Cordova, Principal
11939 Aclare Street
Cerritos 90703
(562) 865-6278, FAX 809-3093

Kennedy Elementary School
Dennis Wilson, Principal
17500 Belshire
Artesia 90701
(562) 860-3378, FAX 402-9851

Leal Elementary School
Glenda Wycoff, Principal
12920 Droxford Street
Cerritos 90703
(562) 865-0209, FAX 402-5950

Melbourne Elementary School
Kathy Neder-Olivos, Principal
21314 Claretta
Lakewood 90715
(562) 924-1658, FAX 402-2764

Niemes Elementary School
Bev James, Principal
16715 S. Jersey Avenue
Artesia 90701
(562) 865-9586, FAX 402-8927

Nixon Elementary School
Sydney Pringle, Principal
19600 Jacob Avenue
Cerritos, 90703
(562) 860-6549, FAX 865-1249

Palms Elementary School
Craig Peck, Principal
12445 E. 207th Street
Lakewood, 90715
(562) 924-5549, FAX 924-9439

Stowers Elementary School
Michael McCoy, Principal
13350 Beach Street
Cerritos 90703
(562) 926-2326, FAX 404-9017

Willow Elementary School
Debbie Berlyn, Principal
11733 E. 205th Street
Lakewood 90715
(562) 865-6209, FAX 402-9837

Wittmann Elementary School
Rebecca Caudillo, Principal
16801 Yvette
Cerritos, 90703
(562) 926-1321, FAX 921-3940

MIDDLE SCHOOLS

Carmenita Middle School
Jeff Green, Principal
13435 E. 166th Street
Cerritos, 90703
(562) 926-4405, FAX 404-7807

Ross Middle School
Linda Garza, Principal
17707 S. Elaine
Artesia, 90703
(562) 924-8331, FAX 402-6145

Fedde Middle School
Paul Gonzales, Principal
21409 S. Elaine
Hawaiian Gardens, 90716
(562) 924-2309, FAX 809-6895

Haskell Middle School
Susan Hixon, Principal
11525 Del Amo Blvd.
Cerritos, CA 90703
(562) 860-6529, FAX 809-7250

Tetzlaff Middle School
Colin Sprigg, Principal
12351 Del Amo Boulevard
Cerritos, 90703
(562) 865-9539, FAX 402-6412

HIGH SCHOOLS

Artesia High School
Laura Rogers, Principal
12108 E. Del Amo Boulevard
Lakewood 90715
926-5566 ext. 21601 FAX (562) 809-5604
Attendance: 21669

Cerritos High School
John Slatinsky, Principal
12500 E. 183rd Street
Cerritos, 90703
(562) 926-5566 ext. 21801 FAX (562) 924-3187
Attendance: ext. 21810

Gahr High School
George Kambeitz, Principal
11111 Artesia Boulevard
Cerritos, 90703
926-5566 ext. 22001 FAX (562) 924-8136
Attendance: ext. 22012

Tracy High School
Tom Drulias, Principal
12222 Cuesta Drive
Cerritos, 90703
(562) 926-7136 FAX (562) 926-8740

Whitney High School
Tom Brock, Co-Principal
Patricia Hager, Co-Principal
16800 Shoemaker Avenue
Cerritos, 90703
(562) 926-5566 ext. 22300 FAX (562) 926-2751

ABC Adult School
Augie Jaramillo, Principal
12254 Cuesta Dr., Cerritos, 90703
(562) 926-5566 ext. 25011 FAX (562) 921-9958

2. What are the existing attendance levels and current capacities at each facility?

ES = Elementary School
MS = Middle School
HS = High School

School	Current Enrollment	Capacity
Bragg ES	672	674
Carver ES	493	493
Cerritos ES	577	584
Gonsalves ES	566	558
Juarez ES	490	491
Leal ES	664	688
Nixon ES	689	682
Stowers ES	591	588
Wittmann ES	526	539
Carmenita MS	695	679
Haskell MS	602	595
Tetzlaff MS	680	644
Cerritos HS	2251	2248
Gahr HS	1884	1873
Tracy HS	300	300
Whitney HS	1000	1000

Number of Portable Buildings the District has in the City of Cerritos

ATTACHMENT #3

	Number of Portable Buildings		
Elementary Schools	**Permanent**	**Temporary**	**TOTAL**
Bragg	2	0	2
Carver	4	0	4
Cerritos	2	0	2
Gonsalves	1	0	1
Juarez	0	2	2
Leal	8	2	10
Nixon	7	0	7
Stowers	1	0	1
Wittmann	1	0	1
Middle Schools			
Carmenita	0	0	0
Haskell	0	0	0
Tetzlaff	0	0	0
High Schools			
Cerritos	5	8	13
Gahr	4	0	4
Tracy	6	0	6
Whitney	1	0	1
Total	**42**	**12**	**54**

c:\common\Portables\City of Cerritos - # of Portables

#7

One of the Five District Goals identified in the Strategic Planning Process for the ABC Unified School District is MODERN SCHOOL FACILITIES. The anticipated buildout described in the revised General Plan for the City of Cerritos is cause for concern insomuch the general and deferred maintenance requirements of ABC School District facilities represent significant budgetary commitments. Many of the permanent buildings in the school district are over 50 years old. Several portable buildings intended for temporary usage continue to house students. In addition, the following items may require assistance from local governmental agencies if the District is expected to continue to provide adequate levels of educational services:

-Replacement of Heating, Ventilation, and Air Conditioning Units
-Replacement of Sprinkler Systems
-Re-roofing & Repainting Buildings and Classrooms
-Landscape Trimming and Replacement
-Asphalt Replacement
-Replacement of Playground Equipment
-Repair & Replacement of Playgrounds
-Repair & Replacement of Gymnasiums, Stadiums, and Tracks

I recommend direct assistance from local governmental agencies to alleviate these concerns.

SOUTHERN CALIFORNIA
EDISON
An EDISON INTERNATIONAL Company

Connie Turner
Region Manager
Public Affairs

October 15, 2002

Starla Hack
Environmental Analyst
RBF Consulting
14725 Alton Parkway
Irvine, CA 92618-2027

Subject: Cerritos General Plan Update Environmental Impact Report

Ms. Hack:

Please find the information your letter of September 10, 2002 requested from Southern California Edison regarding the above subject as follows:

(1). Question: Are the existing facilities adequate to service the City of Cerritos?
Answer: Yes. Southern California Edison's system demand is expected to Continue to increase annually; however, excluding any unforeseen Problems, our plans for new resources indicate that our ability to serve all customers' loads in accordance with our rules and tariffs will be adequate during the term covered by this Environmental Impact Report.

(2). Question: What are the average consumption rates for electrical usage based on the various land uses (including residential and non-residential) in the City?
Answer: **See attached history sheet.**

(3). Question: What is the average annual consumption for the City of Cerritos?
Answer: **See attached history sheet.**

(4). Question: Do any particular land uses adversely impact your organization's ability to provide an adequate level of service? Long Term service?
Answer: No.

2800 East Willow St.
Long Beach, CA 90806
562-981-8215/PAX 31215
Fax 562-981-8289
turnerch@sce.com

(5). Question: Does your organization have any plans to update facilities or add additional facilities in the City?

Answer: Yes. The Southern California Edison Company will update existing or add new facilities in the City based on specific requests for service from end users.

(6). Question: If updates or additional facilities are required in the City, who would be financially responsible for providing these updates or additional facilities?

Answer: The Southern California Edison Company or the end user requesting service, in accordance with our rules and tariffs, will bear financial responsibility for updates or additional facilities in the City.

(7). Question: What issues associated with providing continuing and/or long term electric services to the City of Cerritos are important to your Company? If you have any particular concerns, what do you recommend to alleviate those concerns?

Answer: Southern California Edison has no issues related to its Transmission and Distribution systems associated with providing continuing and/or long term electric service in the City of Cerritos.

(8)). Question: Is there any other relevant information regarding potential significant impacts of the General Plan?

Answer: No.

Sincerely,

Connie Turner
Region Manager

CERRITOS, CITY OF
July 2001 - June 2002

Billing Year/Month	Nonresidential kWh	Nonresidential # of Stmts	Nonresidential Average kWh	Residential kwh	Residential # of Stmts	Residential Average kWh
2001-07	26,152,037	2,165	12,079	9,448,889	15,780	599
2001-08	26,324,627	2,153	12,227	8,591,207	15,827	543
2001-09	26,987,065	2,152	12,540	9,074,611	15,842	573
2001-10	27,089,156	2,169	12,489	8,964,409	15,805	567
2001-11	25,307,698	2,161	11,711	7,847,751	15,768	498
2001-12	24,180,653	2,143	11,284	9,262,634	15,789	587
2002-01	23,389,658	2,182	10,719	8,969,072	15,775	569
2002-02	24,050,744	2,180	11,032	8,179,364	15,816	517
2002-03	24,275,672	2,189	11,090	8,084,973	15,790	512
2002-04	23,318,181	2,184	10,677	7,395,466	15,788	468
2002-05	24,146,509	2,192	11,016	7,342,762	15,785	465
2002-06	26,311,137	2,211	11,900	8,257,329	15,838	521
Total	301,533,137	26,081	11,561	101,418,467	189,603	535

Street Lights kwh	Street Lights # of Stmts	Street Lights Average kWh	Total kwh	Total # of Stmts	Total Average kWh
33,552	33	1,017	35,634,478	17,978	1,982
35,341	35	1,010	34,951,175	18,015	1,940
37,390	34	1,100	36,099,066	18,028	2,002
43,956	34	1,293	36,097,521	18,008	2,005
46,260	34	1,361	33,201,709	17,963	1,848
48,636	33	1,474	33,491,923	17,965	1,864
44,842	33	1,359	32,403,572	17,990	1,801
43,425	33	1,316	32,273,533	18,029	1,790
42,169	33	1,278	32,402,814	18,012	1,799
37,910	33	1,149	30,751,557	18,005	1,708
34,841	33	1,056	31,524,112	18,010	1,750
28,430	25	1,137	34,596,896	18,074	1,914
476,752	393	1,213	403,428,356	216,077	1,867

CITY OF CERRITOS

CIVIC CENTER • 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 860-0311 • FAX: (562) 916-1373
WWW.CI.CERRITOS.CA.US

October 2, 2002

Ms. Starla Hack
Environmental Analyst
RBF Consulting
14725 Alton Parkway
Irvine, CA 92618-2027

Dear Ms. Hack:

RE: RESPONSE TO LIBRARY SERVICE QUESTIONNAIRE – CERRITOS GENERAL PLAN UPDATE AND ENVIRONMENTAL IMPACT REPORT

The following information is provided by the City of Cerritos in response to RBF's Library Service Questionnaire of September 10, 2002.

Question 1

The City's most visible accomplishment during the past year was the completion and grand opening of the new Cerritos Library. This world-class, 88,000 square foot facility has been designed and built as a 21st Century, experience-based library for the City's residents. Its capacity of 300,000 printed volumes and an array of on-line access terminals provide a distinctive learning environment.

The Library features state-of-the-art conference facilities and a variety of displays which are intended to enhance the learning experience for all users. With the successful opening of the facility on March 16, 2002, the City believes that the new Cerritos Library will be adequate to serve the community's needs for many years.

Question 2

Because the Cerritos Library is a new, state-of-the-art facility, no additions to existing library resources or facilities are planned at this time.

Question 3

It is the goal of the new Cerritos Library to be the most innovative, creative and experience-based library in the United States. The Library's service levels are based upon the high level of library usage in Cerritos, the multi-ethnic nature of the City's population, and the extremely high technological literacy of the community.

Therefore, the Library is committed to providing convenient access to a wide variety of collections of library materials, all of which are selected according to their relevance to community needs. These materials are enhanced by online services, community meeting spaces, private study areas and museum-quality exhibits.

Question 4

The City's general fund is the primary funding source for the Cerritos Library. Other external sources include library fees (approximately $110,000 forecasted for fiscal year 2002-2003), library debit card revenue ($12,000) and receipts from the library store (12,000). During recent years the Library has received an annual administrative fee of approximately $100,000 for its participation as the lead agency for the State of California Libris and Experience Grants.

Question 5

The following activity workload data portrays the trends in the City's Library services during the past three years.

	2000-2001 actual	2001-2002 estimated	2002-2003 forecasted
Informational questions	84,284	120,000	219,000
Materials added	28,868	30,000	30,000
Circulation level	639,826	750,000	1,000,000
Patrons (annual)	617,911	750,000	1,200,000
Registered borrowers	41,652	43,000	48,000
Program attendance	5,879	6,000	20,000

Question 6

Because the Cerritos Library is a new facility, the City does not anticipate any General Plan-related impacts which would require additions or modifications.

It is hoped that the new library will be adequate to accommodate new residents and patrons for the next 10-12 years.

Question 7

The issues most important to the Cerritos Library are the continuing maintenance of an experience-based learning environment to all users, the ability to serve a technologically astute community with effective online services, and the provision of information formats which are useful and relevant to one of the most ethnically diverse communities in the nation.

Although much of the community's success can be attributed to the long-term effectiveness of the City's General Plan, the Cerritos Library does not anticipate any unreasonable future concerns which will result directly from the buildout of the General Plan.

I hope that this information is helpful. If you have any further questions or need additional information, please call me at (562) 916-1314.

Sincerely,

John H. Saunders
Deputy City Manager/
Administrative Services

gd
cc Torrey Contreras, Advance Planning Manager
Waynn Pearson, City Librarian
Gerard DeMasi, Budget Administrator

CITY OF CERRITOS

CIVIC CENTER • 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 860-0311 • FAX: (562) 916-1371
WWW.CI.CERRITOS.CA.US

October 3, 2002

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RBF CONSULTING

Starla Hack
Environmental Analyst
RBF Consulting
14725 Alton Parkway
Irvine, CA 92618-2027

Dear Ms. Hack:

Attached is the Water Service Questionnaire you sent which I received on September 18, 2002.

I do not have a single water system map that shows location of major water lines.

I have included a copy of the City's 2001 Consumer Confidence Report, which contains some general information on the City 's water system.

I have also included a copy of the City's Urban Water Management Plan for the year 2000.

Please contact if you have any questions.

Sincerely,

Ron Babel
Water Superintendent

Vk
Attachment
cc Dennis Davis, Assistant City Manager/Community Development
Vince Brar, Deputy City Manager/Public Works
Torrey Contrerras, Advanced Planning/Redevelopment Manager
Joe Holdren, Water Supervisor

WATER SERVICE QUESTIONNAIRE
CERRITOS GENERAL PLAN UPDATE
ENVIRONMENTAL IMPACT REPORT

Please respond to the following questions on your agency letterhead.

1. What are the size and location of major water lines (i.e. main lines) currently serving the City?

2. Are there currently any deficiencies in the water system in the City of Cerritos?

3. From what sources does the City currently obtain its water supply? What is the method of water treatment and the quality of water levels available to the community?

4. What is the current rate of local groundwater extraction and existing groundwater quality? Will buildout of the General Plan have an impact on groundwater quality?

5. What is the average amount of water the City of Cerritos obtains per year?

6. What are the average water consumption rates (or generation factors) for various land uses (e.g., single-family residential, multi-family residential, commercial, industrial) in the City?

7. Are any new facilities, such as sizing requirements, new lines or treatment facilities, currently planned for the City?

8. Do you have any required assessment fees or other required or recommended mitigation measures?

9. Does your agency have sufficient water supplies available to serve the City of Cerritos at buildout of the General Plan from existing entitlement and resources, or are new or expanded entitlements needed?

10. Is there any other relevant information regarding potential significant effects of the General Plan?

11. Will buildout of the General Plan require new facilities or additions to existing facilities? If so, please list/summarize any changes.

SEE ATTACHED ANSWERS TO QUESTIONNAIRE

ANSWERS TO
WATER SERVICE QUESTIONNAIRE
CERRITOS GENERAL PLAN UPDATE
ENVIRONMENTAL IMPACT REPORT

1. The City of Cerritos has approximately 179 miles of water mains ranging in size from 6-inch diameter to 30-inch diameter pipes. Some 4-inch diameter mains are used to circulate water from one residential street to another.

2. There are currently no deficiencies in the Cerritos water system.

3. The City receives its water supply form two sources – the Metropolitan Water District of Southern California and local groundwater. The City currently operates three water wells that extract the groundwater.

   Each groundwater source uses chlorine as a disinfectant. Water delivered by the Cerritos water system meets all Health Department standards. Sampling frequency exceeds Health Department requirements as well.

4. In 2001, Cerritos purchased about 14.3 percent of the water supply from the Metropolitan Water District and pumped about 85.7 percent from the three water wells. The local groundwater supply meets all current drinking water standards.

   As the City of Cerritos is approximately 99 percent built out, any additional growth will not impact groundwater quality.

5. In 2001 the City purchased approximately 566 million gallons of water from the Metropolitan Water District and produced approximately 3.4 billion gallons from groundwater sources.

6. Average consumption data for specific categories is not available.

7. The City has drilled a new water well that will help meet current and future demands. The equipping of the well with appropriate pumping equipment should begin within the next several months. About one mile of new piping will be constructed to connect this new source to existing water mains.

8. In addition to established water rates, new developments pay water allocation fees of $600 per acre and water construction fees of $273 per acre.

9. The current Cerritos water system is capable of meeting the needs of the City at build out. The new water well discussed in Item 7 will enhance the City's water system.

10. N/A

11. N/A

CITY OF CERRITOS

CIVIC CENTER • 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 860-0311 • FAX: (562) 916-1371
WWW.CI.CERRITOS.CA.US

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OCT 0 8 2002
RBF CONSULTING

October 7, 2002

Starla Hack
Environmental Analyst
RBF Consulting
14725 Alton Parkway
Irvine, CA 92618-2027

RE: CERRITOS GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT

Dear Mrs. Hack:

The following information has been provided in response to your request outlined in a letter dated September 10, 2002. To ensure that all of your questions and answers are thoroughly and accurately addressed, I am providing you with the questions and their respective answers as follows:

1. Question - Please list the location of storm drain and conveyance facilities within the City. What are the capabilities of these facilities? Are the existing facilities considered adequate?

   Answer – The City of Cerritos includes 2 major watersheds - San Gabriel River Watershed and the Coyote Creek Watershed. The channels are under the jurisdiction of the Los Angeles County Department of Public Works, Flood Control District. For specific information about the City's facilities, please reference the attached exhibit identifying catch basins and storm drains throughout the City of Cerritos.

2. Question – What types of land uses would you expect to adversely impact storm drain and conveyance facilities?

   Answer – Storm drains and storm water conveyance facilities could be compromised by pollution resulting from any land use. Therefore, the City is diligent in reviewing the impacts of any additions and modifications in any land uses by preparing CEQA checklists and mitigation measures, as required. In addition, in accordance with the City's National Pollution Discharge Elimination System permit, certain land uses have more stringent requirements due to their tendency to be sources of pollution. The Standard Urban Stormwater Mitigation Plan, included in the NPDES permit requirements, addresses the Best Management Practices and other necessary means to prevent stormwater pollution from certain categories of development such as restaurants, large commercial developments, automotive service facilities, and parking lots.

3. What impacts to existing and planned drainage facilities does your agency foresee as a result of buildout of the General Plan?

   Answer – The City expects full compliance with all applicable regulations, including CEQA and NPDES, to prevent any detrimental impacts to the drainage facilities in the City's jurisdiction.

4. Do you have any plans to alter drainage facilities serving the City?

   Answer – Modifications to the City's storm drain system may be made should such changes be deemed necessary. Any changes to the existing system would be permitted by the Los Angeles County Department of Public Works, Flood Control District.

5. What issues are important to your organization in order to continue to provide storm drain facilities to the City of Cerritos? If you have any particular concerns, what do you recommend to alleviate those concerns?

   Answer – When citizens or staff of the City express concern about the drainage in a certain area, Public Works staff investigate to determine what, if anything, could be done to alleviate the problem. Often, simple replacement of curb and gutter sections can eliminate drainage problems. More major concerns would involve studies of the hydrology and soil conditions, as well as a site survey, to determine what changes can be made to improve the system.

Do not hesitate to contact either my associate Erin J. Alverez or me at (562) 860-0311 should you have any questions regarding the above referenced information.

Sincerely,

Hal Arbogast
Assistant City Engineer

alt
Attachment
cc: Torrey N. Contreras, Advance Planning/Redevelopment Manager
Erin J. Alvarez, Assistant Civil Engineer

Southern California Gas Company
Technical Services Department
1919 S. State College Blvd., Bldg. A
Anaheim CA. 92806

The Gas Company®

A Sempra Energy® utility

September 16, 2002

RBF CONSULTING
14725 ALTON PARKWAY
IRVINE CA. 92618-2027

Attention: STARLA HACK

Subject: Cerritos General Plan Update Environmental Impact Report

Thank you for providing the opportunity to respond to this E.I.R. (Environmental Impact Report) Document. We are pleased to inform you that Southern California Gas Company has facilities in the area where the aforementioned project is proposed. Gas service to the project can be provided from an existing gas main located in various locations. The service will be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission when the contractual arrangements are made.

This letter is not a contractual commitment to serve the proposed project but is only provided as an informational service. The availability of natural gas service is based upon conditions of gas supply and regulatory agencies. As a public utility, Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. Our ability to serve can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affect gas supply or the conditions under which service is available, gas service will be provided in accordance with the revised conditions.

This letter is also provided without considering any conditions or non-utility laws and regulations (such as environmental regulations), which could affect construction of a main and/or service line extension (i.e., if hazardous wastes were encountered in the process of installing the line). The regulations can only be determined around the time contractual arrangements are made and construction has begun.

Estimates of gas usage for residential and non-residential projects are developed on an individual basis and are obtained from the Commercial-Industrial/Residential Market Services Staff by calling (800) 427-2000 (Commercial/Industrial Customers) (800) 427-2200 (Residential Customers). We have developed several programs, which are available upon request to provide assistance in selecting the most energy efficient appliances or systems for a particular project. If you desire further information on any of our energy conservation programs, please contact this office for assistance.

Sincerely,

Carey Downs
Technical Supervisor
West Region-Anaheim

dja
eir02.doc

WATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

September 19, 2002

File No: 02-00.04-00
03-00.04-00
18-00.04-00
19-00.04-00

Ms. Starla Hack, Environmental Analyst
RBF Consulting
14725 Alton Parkway
Irvine, CA 92618-2027

Dear Ms. Hack:

Cerritos General Plan Update

This is in reply to your letter which was received by the County Sanitation Districts of Los Angeles County (Districts) on September 17, 2002. Districts Nos. 2, 3, 18, and 19 serve the City of Cerritos (City). We offer the following comments regarding sewerage service:

- Previous comments submitted by the Districts in correspondence dated September 10, 2002 (copy enclosed), to Mr. Torrey Contreras of the City, still apply to the subject project with the following additional information.

- The Districts own, operate, and maintain only the large trunk sewers which conceptually form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the sewerage system in the City except to state that presently no deficiencies exist in Districts' facilities which serve the City. For information on deficiencies in the City sewerage system you should contact the City Department of Public Works.

- Wastewater flow originating from the City is treated by three Districts' wastewater treatment plants. The Los Coyotes Water Reclamation Plant (WRP) located within the City has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 32.2 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 319.9 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd.

- A copy of the Districts' average wastewater generation factors is enclosed to allow you to estimate the volume of wastewater generated by development within the City.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:rf

Enclosures

150377.1

WATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

September 10, 2002

File No: 02-00.04-00
03-00.04-00
18-00.04-00
19-00.04-00

Mr. Torrey Contreras
Advance Planning/Redevelopment Manager
City of Cerritos
18125 Bloomfield Avenue
Cerritos, CA 90703-3130

Dear Mr. Contreras:

Cerritos General Plan Update

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on August 27, 2002. Districts Nos. 2, 3, 18, and 19 serve the City of Cerritos. We offer the following comments regarding sewerage service:

1. Individual developments within the City should be reviewed by the Districts in order to determine whether or not sufficient trunk sewer capacity exists to serve each project.

2. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or **increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected.** This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

3. In order for the Districts to conform with the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into the Air Quality Management Plan, which is prepared by the South Coast Air Quality Management District in order to improve air quality in the South Coast Air Basin as mandated by the CAA. All

expansions of Districts' facilities must be sized and service phased in a manner which will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels which are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen

Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:eg

Enclosure

INFORMATION SHEET FOR APPLICANTS
PROPOSING TO CONNECT OR INCREASE THEIR DISCHARGE TO
THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY SEWERAGE SYSTEM

THE PROGRAM

The County Sanitation Districts of Los Angeles County are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to a Sanitation District's sewerage system. Your connection to a City or County sewer constitutes a connection to a Sanitation District's sewerage system as these sewers flow into a Sanitation District's system. The County Sanitation Districts of Los Angeles County provide for the conveyance, treatment, and disposal of your wastewater. **PAYMENT OF A CONNECTION FEE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY WILL BE REQUIRED BEFORE A CITY OR THE COUNTY WILL ISSUE YOU A PERMIT TO CONNECT TO THE SEWER.**

I. WHO IS REQUIRED TO PAY A CONNECTION FEE?

(1) Anyone connecting to the sewerage system for the first time any structure located on a parcel(s) of land within a County Sanitation District of Los Angeles County.

(2) Anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on or a change in land usage of a parcel already connected to the sewerage system.

(3) Anyone increasing the improvement square footage of a commercial or institutional parcel by more than 25 percent.

(4) Anyone increasing the quantity and/or strength of wastewater from an industrial parcel.

(5) If you qualify for an Ad Valorem Tax or Demolition Credit, connection fee will be adjusted accordingly.

II. HOW ARE THE CONNECTION FEES USED?

The connection fees are used to provide additional conveyance, treatment, and disposal facilities (capital facilities) which are made necessary by new users connecting to a Sanitation District's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program insures that all users pay their fair share for any necessary expansion of the system.

III. HOW MUCH IS MY CONNECTION FEE?

Your connection fee can be determined from the Connection Fee Schedule specific to the Sanitation District in which your parcel(s) to be connected is located. A Sanitation District boundary map is attached to each corresponding Sanitation District Connection Fee Schedule. Your City or County sewer permitting office has copies of the Connection Fee Schedule(s) and Sanitation District boundary map(s) for your parcel(s). If you require verification of the Sanitation District in which your parcel is located, please call the Sanitation Districts' information number listed under Item IX below.

IV. WHAT FORMS ARE REQUIRED*?

The Connection Fee application package consists of the following:

(1) Information Sheet for Applicants (this form)
(2) Application for Sewer Connection
(3) Connection Fee Schedule with Sanitation District Map (one schedule for each Sanitation District)

*Additional forms are required for Industrial Dischargers

V. WHAT DO I NEED TO FILE?

(1) Completed Application Form
(2) A complete set of architectural blueprints (not required for connecting one single family home)
(3) Fee Payment (checks payable to: County Sanitation Districts of Los Angeles County)
(4) Industrial applicants must file additional forms and follow the procedures as outlined in the application instructions

VI. WHERE DO I SUBMIT THE FORMS?

Residential, Commercial, and Institutional applicants should submit the above listed materials either by mail or in person to:

County Sanitation Districts of Los Angeles County
Connection Fee Program, Room 130
1955 Workman Mill Road
Whittier, CA 90601

Industrial applicants should submit the appropriate materials directly to the City or County office which will issue the sewer connection permit.

VII. HOW LONG DOES IT TAKE TO PROCESS MY APPLICATION?

Applications submitted by mail are generally processed and mailed within three working days of receipt. Applications brought in person are processed on the same day provided the application, supporting materials, and fee are satisfactory. Processing of large and/or complex projects may take longer.

VIII. HOW DO I OBTAIN MY SEWER PERMIT TO CONNECT?

An approved Application for Sewer Connection will be returned to the applicant after all necessary documents for processing have been submitted. Present this approved-stamped copy to the City or County Office issuing sewer connection permits for your area at the time you apply for actual sewer hookup.

IX. HOW CAN I GET ADDITIONAL INFORMATION?

If you require assistance or need additional information, please call the County Sanitation Districts of Los Angeles County at (562) 699-7411, extension 2727.

X. WHAT ARE THE DISTRICTS' WORKING HOURS?

The Districts' offices are open between the hours of 7:00 a.m. and 4:00 p.m., Monday through Thursday, and between the hours of 7:00 a.m. and 3:00 p.m. on Friday, except holidays. When applying in person, applicants must be at the Connection Fee counter at least 30 minutes before closing time.

WATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

September 25, 2002
File: 31R-109.10

Ms. Starla Hack
RBF Consulting
14725 Alton Parkway
Irvine, CA 92618-2027

Dear Ms. Hack:

Cerritos General Plan Update Environmental Impact Report

The County Sanitation Districts of Los Angeles County (Sanitation Districts) have received your letter dated September 10, 2002, and offer the following comments in regard to solid waste management for the above-mentioned project within the City of Cerritos:

1. *Which landfills are presently used in disposal of solid waste from the City of Cerritos?*

   The Downey Area Recycling and Transfer Station (DART) is a materials recovery/transfer Facility that assists cities in meeting recycling goals. CalMet Services, Inc. has an exclusive franchise contract with the City of Cerritos. Pursuant to a separate contract between CalMet and the Sanitation Districts, CalMet is required to deliver to the DART Facility all of the waste it collects within the City of Cerritos pursuant to the franchise agreement. Commercial waste from the City of Cerritos is processed at the DART Facility for the purpose of recovering recyclable materials. Residual waste from the City of Cerritos is delivered from the DART Facility to the Puente Hills Landfill, the Commerce Refuse-to-Energy Facility, or other available landfills.

2. *What are the average generation rates for solid waste based on the various land uses (including residential and non-residential) in the City?*

   The Sanitation Districts does not develop solid waste generation rates. For this information, please contact the California Integrated Waste Management Board at (916) 341-6000.

3. *Do you anticipate any impacts associated with buildout of the General Plan with respect to solid waste service?*

   Any new development exacerbates an already serious disposal capacity shortfall. Wastes generated from new development projects may displace wastes already coming to regional landfills, accelerate landfill closures, or cause more distant sites to be used. As a result, the environmental documentation should evaluate whether this project could have a significant cumulative impact on solid waste management in Los Angeles County.

4. *Does your organization have any plans to update your facilities or add additional facilities? If the updates or additional facilities are required, who would be financially responsible for providing these updates or additional facilities?*

   It should be noted that there are only eight major landfills within Los Angeles County and that these landfills serve large geographic areas that are not necessarily limited to those areas in the immediate

vicinity of these sites. There is insufficient permitted disposal capacity within the existing system serving Los Angeles County to provide for its long-term disposal needs. There is additional capacity potentially available within Los Angeles County through the expansion of the Puente Hills Landfill and the Sunshine Canyon Landfill, and outside of Los Angeles County through the use of waste-by-rail at the proposed Eagle Mountain Landfill in Riverside County and the proposed Mesquite Regional Landfill in Imperial County. However, while this additional capacity is needed, the necessary permits and approvals have not yet been issued. The Sanitation Districts and various other local agencies are financially responsible for these facilities.

5. & 6. *Is there any other relevant information regarding significant General Plan impacts?*

What issues associated with providing continuing or long-term solid waste disposal service to the City are important to your company? If there are any other particular concerns, what do you recommend to alleviate those concerns?

In order to lessen the potential impacts to the solid waste management system serving Los Angeles County, as well as assist in meeting AB 939 goals, the Sanitation Districts recommend that the proposed development incorporate storage and collection of recyclables into each project design. It is recommended that refuse collection contracts include collection of recyclables. At a minimum, all occupants should be encouraged to recycle newspaper, glass bottles, aluminum and bimetal cans, and P.E.T. bottles. Recycling should be included in the design of the project by reserving space appropriate for the support of recycling, such as adequate storage areas and access for recycling vehicles. In addition, all contractors should be urged to recycle construction and demolition wastes to the extent feasible. It should be recognized that, even with recycling, adequate regional disposal capacity is needed to accommodate new developments. If you have any further questions about recycling, please contact Bill George, Recycling Coordinator for the Sanitation Districts, at (562) 699-7411, extension 2427.

7. *How does your organization assist the City in meeting its recycling goals? Does trash go to a MRF and/or different recycling bins?*

The Downey Area Recycling and Transfer Station (DART) is a materials recovery/transfer Facility that assists cities in meeting recycling goals. CalMet Services, Inc. has an exclusive franchise contract with the City of Cerritos. Pursuant to a separate contract between CalMet and the Sanitation Districts, CalMet is required to deliver to the DART Facility all of the waste it collects within the City of Cerritos pursuant to the franchise agreement. Commercial waste from the City of Cerritos is processed at the DART Facility for the purpose of recovering recyclable materials.

If you have any questions regarding these comments, please contact the undersigned at (562) 699-7411, extension 2405.

Very truly yours,

James F. Stahl

Monique Valenzuela

Monique M. Valenzuela
Associate Engineer
Solid Waste Management Department

MMV:drs

TABLE 1
LOADINGS FOR EACH CLASS OF LAND USE

DESCRIPTION	UNIT OF MEASURE	FLOW (Gallons per Day)	COD (Pounds per Day)	SUSPENDED SOLIDS (Pounds per Day)
RESIDENTIAL				
Single Family Home	Parcel	260	1.22	0.59
Duplex	Parcel	312	1.46	0.70
Triplex	Parcel	468	2.19	1.05
Fourplex	Parcel	624	2.92	1.40
Condominiums	Parcel	195	0.92	0.44
Single Family Home (reduced rate)	Parcel	156	0.73	0.35
Five Units or More	No. of Dwlg. Units	156	0.73	0.35
Mobile Home Parks	No. of Spaces	156	0.73	0.35
COMMERCIAL				
Hotel/Motel/Rooming House	Room	125	0.54	0.28
Store	1000 ft^2	100	0.43	0.23
Supermarket	1000 ft^2	150	2.00	1.00
Shopping Center	1000 ft^2	325	3.00	1.17
Regional Mall	1000 ft^2	150	2.10	0.77
Office Building	1000 ft^2	200	0.86	0.45
Professional Building	1000 ft^2	300	1.29	0.68
Restaurant	1000 ft^2	1,000	16.68	5.00
Indoor Theatre	1000 ft^2	125	0.54	0.28
Car Wash				
Tunnel - No Recycling	1000 ft^2	3,700	15.86	8.33
Tunnel - Recycling	1000 ft^2	2,700	11.74	6.16
Wand	1000 ft^2	700	3.00	1.58
Financial Institution	1000 ft^2	100	0.43	0.23
Service Shop	1000 ft^2	100	0.43	0.23
Animal Kennels	1000 ft^2	100	0.43	0.23
Service Station	1000 ft^2	100	0.43	0.23
Auto Sales/Repair	1000 ft^2	100	0.43	0.23
Wholesale Outlet	1000 ft^2	100	0.43	0.23
Nursery/Greenhouse	1000 ft^2	25	0.11	0.06
Manufacturing	1000 ft^2	200	1.86	0.70
Dry Manufacturing	1000 ft^2	25	0.23	0.09
Lumber Yard	1000 ft^2	25	0.23	0.09
Warehousing	1000 ft^2	25	0.23	0.09
Open Storage	1000 ft^2	25	0.23	0.09
Drive-in Theatre	1000 ft^2	20	0.09	0.05

TABLE 1

(continued)

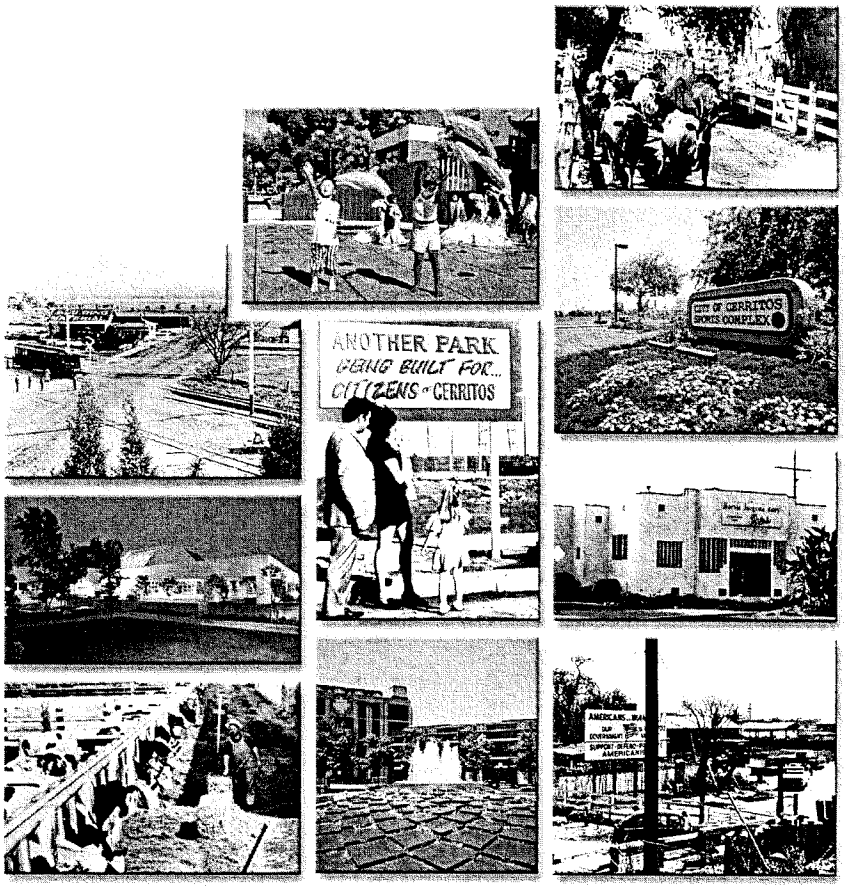
LOADINGS FOR EACH CLASS OF LAND USE

DESCRIPTION	UNIT OF MEASURE	FLOW (Gallons per Day)	COD (Pounds per Day)	SUSPENDED SOLIDS (Pounds per Day)
COMMERCIAL				
Night Club	1000 ft^2	350	1.50	0.79
Bowling/Skating	1000 ft^2	150	1.76	0.55
Club	1000 ft^2	125	0.54	0.27
Auditorium, Amusement	1000 ft^2	350	1.50	0.79
Golf Course, Camp, and Park (Structures and Improvements)	1000 ft^2	100	0.43	0.23
Recreational Vehicle Park	No. of Spaces	55	0.34	0.14
Convalescent Home	Bed	125	0.54	0.28
Laundry	1000 ft^2	3,825	16.40	8.61
Mortuary/Cemetery	1000 ft^2	100	1.33	0.67
Health Spa, Gymnasium				
With Showers	1000 ft^2	600	2.58	1.35
Without Showers	1000 ft^2	300	1.29	0.68
Convention Center, Fairground, Racetrack, Sports Stadium/Arena	Average Daily Attendance	10	0.04	0.02
INSTITUTIONAL				
College/University	Student	20	0.09	0.05
Private School	1000 ft^2	200	0.86	0.45
Church	1000 ft^2	50	0.21	0.11

A CITY WITH VISION

CERRITOS
GENERAL PLAN & EIR

Appendix G
Fiscal Sustainability Study



AGAJANIAN
& ASSOCIATES

Development Economic
& Planning Consultants

City of Cerritos

Fiscal Sustainability Report

Cerritos General Plan Update

June, 2001

Prepared for:

City of Cerritos
18125 Bloomfield Avenue
Cerritos, California 90703

501 Harbor Woods Place
Newport Beach, CA 92660
(949) 640-0664
FAX (949) 760-5001

City of Cerritos

Fiscal Sustainability Report

Cerritos General Plan Update

Table of Contents

The purpose of this Fiscal Sustainability Report (FSR) is to provide recommendations regarding ways to enhance long term municipal revenues needed to sustain local services. The findings and conclusions of this FSR are summarized below and based upon research, interviews, site reconnaissance, staff workshops and analysis conducted since October 2000 as part of the General Plan Update process

The fiscal sustainability findings of the FSR are summarized as follows:

The Municipal Budget is Fiscally Sustainable.

- The Cerritos City/Redevelopment Agency (city/agency) budget continues to support high quality public services and facilities while maintaining an enviable reserve fund.

- The FSR analysis found that the city/agency budget is fiscally sustainable into the indefinite future.

There is Some Municipal Revenue Risk Exposure.

- The FSR found that the General Fund is over dependent on retail sales tax and interest income revenue sources.

- Any significant decrease in the retail sales tax and interest income streams of revenue could limit the amount of resources available to maintain the City's high level of public services and facilities.

- Similarly, any significant increases in new capital expenditures for public facilities could reduce the amount of the reserve fund, weakening interest income.

- Finally, any significant expansion in the scope and level of public services may trigger deficit financing from the reserve fund also.

- Thus, any significant changes to future revenue streams or expenditures may jeopardize the fiscal sustainability Cerritos now enjoys.

There are Opportunities to Increase Municipal Revenues.

- The FSR found that revenue enhancements would be beneficial to help buffer the General Fund in case either of these two major sources of revenue decrease.

- New municipal revenues may be generated by creating new revenue sources, intensifying existing revenue sources, and/or reducing long-term service and capital costs.

- The FSR found that there are a number of revenue generating opportunities available to the city/agency as part of the General Plan Update process.

The fiscal sustainability conclusions of the FSR for use in the General Plan Update process are summarized as follows:

Intensify Retail Sales Opportunities.

- Retail sales tax revenue is both the backbone and the Achilles heel of the Cerritos GF budget.

- Nonetheless, it is still a source of unrestricted revenue to the GF and should be enhanced as part of the ongoing retail revitalization, rehabilitation and reuse projects.

- Such efforts should be directed at existing underutilized retail sites.

Increase Transient Occupancy Tax Revenues.

- A rapid, but limited, way to generate new transient occupancy tax (TOT) revenue is to promote the development of hotels and other overnight accommodations., especially in the Cerritos Towne Center.

Create New Land Rent Revenue Sources.

- The City and the Redevelopment Agency (RDA) have worked cooperatively to create land rent opportunities for long term municipal revenue streams which currently contribute $2.8 million annually to the General Fund as unrestricted revenues.

- This approach to enhancing future revenue offers the city a chance to "invest in itself" by expanding the number of sites generating land rent to the city.

- Creation of an Economic Development Corporation to parallel the RDA is one way the city can expand its real estate portfolio and secure new sources of long-term revenue.

Substantially Limit Buildout Capacity.

- All of the major public infrastructure and facilities needed to support the now stabilized land use pattern and intensity have largely been completed.

- The FSR found that future capital expenditures will decrease as capital projects shift toward the maintenance and upgrade of existing public facilities, the largest share of which would be dedicated to maintaining and upgrading roadways.

- This gradual shift in capital expenditures toward maintenance can be sustained unless the land use intensity is substantially increased.

- The General Plan Update should avoid increasing the land use intensity or population density except where there is unused infrastructure capacity or need for affordable housing.

Enhance Assessed Valuation Base of Cerritos

- While the property tax is not a major revenue source to the General Fund, it is the sole source of tax increment revenues to the RDA.
- The FSR found that the RDA has limited fiscal usefulness due to existing bonded indebtedness.
- However, the RDA may continue to play a role in assisting the General Fund by financing new capital projects with increased tax increments.
- Though limited in scale at this time, the RDA may get 10 year extensions to project area termination deadlines.
- For this reason it would be prudent to continue to promote the increase of assessed valuation in the RDA project areas.

This FSR summarizes the background, findings and conclusions of the study. The contents are presented in four sections. Section I examines and describes the existing fiscal conditions and trends in Cerritos. Section II considers what factors and forces may shape the City's future fiscal needs and resources. Section III identifies available means to enhance future municipal revenues. The revenue enhancement opportunities are translated in Section IV to integrate them into the General Plan Update process.

Section I
Existing Fiscal Conditions and Trends

An assessment of the existing fiscal conditions was conducted relying mainly upon the City of Cerritos Combined Financial Program 2000-2001 document, budget trend information and staff interviews. The assessment was focused upon documenting the need for new revenues in light of the broad fiscal performance of the City over the last 15 years. Accordingly, this section discusses the factors that continue to affect the City's fiscal performance, profile the City's existing revenue sources, profile the City's service and capital cost expense obligations, and assess the sustainability of the City's current budget into the long term future.

A. Factors Affecting Existing Fiscal Conditions

Many factors affect the performance of the Cerritos municipal budget - local needs, state legislation, national economy, even local weather. But two factors stand out as being significant, especially as they relate to the General Plan Update process. The first is the City's stage of land use development, having now developed nearly all buildable parcels. The second is the City's strategic fiscal positioning in the formative period of its development. Both factors now exert a strong influence on the fiscal performance and sustainability of Cerritos.

Cerritos completed its initial growth phase and is now a fully developed City with little available undeveloped land. Nearly all of the City is now fully developed with urban land uses and complete urban infrastructure. This means, among other things, that the City has reached a stabilized population and land use pattern. This stabilized population and land use pattern can be expected to remain into the indefinite future without significant changes in land use intensity and residential density.

There is very little vacancy in local real estate market, indicating that homes, stores, offices and industries in the City are fully occupied. While some turnover continues, residential, retail, commercial and industrial vacancy rates are low, when space is available at all. This condition of stabilized occupancy can also be expected to prevail into the indefinite future without significant changes in the city's subregional competitiveness.

Cerritos has reached a plateau for providing new roads, public facilities and public services to an ever growing population. The fiscal performance of the City will be qualitatively different now than it was when the City was rapidly growing. With a stabilized population and a physically built out city, Cerritos faces a future with more maintenance than new construction, as well as more stability than growth.

The other factor that significantly affects the fiscal performance of Cerritos is the strategic planning and programs initiated early in the City's municipal history. The formation of the Redevelopment Agency (RDA) with favorable tax increment benefits helped provide the tools to attract major regional retail users. Most notably, these include the Cerritos Auto Center and the Los Cerritos Center.

These regional sales tax generators and the RDA tax revenues have provided the City with substantive, stable and long term revenue streams. These revenue streams have provided the resources which enable the City to provide high quality public services and public facilities. In addition, these revenue streams have enabled the City build substantial reserves to secure future services for city residents and businesses. The high quality of life enjoyed in Cerritos is an indication of the fiscal stability the city has so far experienced, by design.

A generally high level of satisfaction was revealed in the Cerritos 2000 Community Assessment interviews and focus groups of residents, business leaders and city officials. The survey indicates that there are no major concerns facing the City at this time. Some concerns were raised, but little had to do with the scope, level or quality of the public services or facilities, except roadway maintenance. The financial resources captured by the city early in its development period helped pay for many of the high quality public services and facilities that make local residents and businesses satisfied.

The fact that the City is now built out, within a fixed jurisdictional boundary, fully occupied, with a stable population, and with fully financed public infrastructure and facilities, suggests that the main concern for the City now is how to continue to sustain this high level of services indefinitely.

B. Municipal Service Cost Profile

Overall municipal service costs are reflected in the budgetary expenditures of

the City's General Fund (GF) budget and RDA budget. Both budgets had a combined total expenditure of $146,000,000 for Fiscal Year (FY) 2000-2001. These expenditures cover all operating and capital expenses.

The GF budget for FY 2000-2001(00-01) exceeded $66,000,000 for operations and $32,000,000 in capital projects. Similarly, the RDA budget is nearly $32,000,000 with another $15,000,000 for low-/moderate-income housing. The GF expenditures cover most of the direct public services to city residents, businesses and visitors. These include Community and Safety Services, Public Works, Community Development, Administrative Services and the Cerritos Center for the Performing Arts.

Growth in the scope and quality of public services is reflected in the growth of GF expenditures. GF expenditures were half of today's (00-01) $66 million in FY 93-94, and half of that in FY 88-89. Aside from inflationary increases, it is clear that the city is increasing the scope and quality of its municipal services.

Capital expenditures continue to provide high quality public facilities, such as the Cerritos Center for the Performing Arts, Civic Center Complex, Senior Citizens Center, Heritage Park and Sheriff Station/Community Safety Center. The $25 million Millennium Library, with associated civic center parking, will be the newest additions to this extraordinary list of public facilities. Maintenance of streets also continues to consume capital expenditures. A street rehabilitation program is part of the city's Capital Improvement Program (CIP) to systematically maintain the city's streets and highways.

The RDA is limited in scope to mainly capital projects in the Los Cerritos and Los Coyotes project areas. The RDA also provides capital for low/moderate housing in the community. The $32 million FY 00-01 expenditures for the RDA cover mainly government buildings, streets and highways, and parks and open space. Over $15 million will be allocated in FY 00-01 for low-/moderate-income housing programs in the City. Much of the work of the RDA has been already completed within the project area. The RDA is mostly paying off development bond from the tax increment revenues until the agency reaches the sunset for each project area.

C. Current Municipal Revenue Sources

The Cerritos GF receives revenues from several major sources. The retail

sales tax is the single largest revenue source for the city generating an expected $24 million in FY 00-01. Revenue from interest income generated from the GF reserve fund amounted to over $12.5 this fiscal year (00-01.) These two sources alone account for one-half of all GF revenues this year. Smaller sources of revenue include ground rent ($2.8 million), property tax ($1.5 million) and a variety of intergovernmental transfers. It is clear that the Cerritos GF is critically dependent on the retail sales tax and interest income from the reserve. Any significant decrease to these two revenue streams could drive the GF into stringent consolidation and belt tightening.

Tax increment revenue from each project area is the only source of revenue for the RDA. These property tax based revenue streams amounted to $19.7 million in FY 00-01. However, both project areas are expected to terminate between 2010 and 2015, with a possible extension to 2020 and 2025. Much of the RDA revenue is obligated to pay back outstanding development bonds. Aside from the low-/moderate-income housing allocation, RDA has limited borrowing capacity to finance major capital improvements at this time.

The City is fortunate to have a continuing stream of retail sales tax and a huge reserve from which it can draw interest income. Retail sale tax revenues to the City increased from $14 million in 1990 to $24 million this fiscal year (00-01.). Interest income has grown from $10.2 million in 1990 to $12.5 million today. Similarly, ground rent income has increased from $.5 million to $2.9 million. Tax increment revenues have increased from $14.3 million a decade ago to $19.7 million this fiscal year (00-01.) These growth rates have helped the City finance the growing scope and level of public services and facilities.

D. Existing Budget Sustainability

From the review of city expenditures and revenues sources, it is clear that both the City and the RDA budgets are fiscally sustainable, though highly dependent on retail sales tax revenues. The retail sales tax and interest income revenue streams to Cerritos have helped create the City's extraordinary fiscal stability. From the early establishment of retail sales tax revenues streams, to the formation of an RDA, to the formation and maintenance of a generous reserve fund, to the near completion of all capital projects, Cerritos has positioned itself to enjoy fiscal health indefinitely.

The City's fiscal stability is largely dependent, however, on a number of

factors. Any significant decrease in the retail sales tax and interest income streams of revenue could limit the amount of resources available to maintain the City's high level of public services and facilities. Similarly, any significant increases in new capital expenditures for public facilities could reduce the amount of the reserve fund, weakening interest income. Finally, any significant expansion in the scope and level of public services may trigger deficit financing from the reserve fund also. Thus, any significant changes to future revenue streams or expenditures may jeopardize the fiscal sustainability Cerritos now enjoys.

Section II
Future Fiscal Conditions

A broad assessment of future revenues and expenses was conducted to determine the need for new fiscal revenues in the future. Accordingly, this section summarizes the factors that affect the future fiscal performance of the City, the outlook for future service and capital expenses, the outlook for future revenue sources, and an evaluation of the sustainability of the current budget into the long term future.

A. Factors Affecting Future Fiscal Performance

The City cannot control all of the factors affecting future municipal service and capital costs or future revenues. Economic downturn, increased prices, state mandated programs, federally mandated programs, state retail sales tax allocation legislation, state RDA legislation, and a variety of other factors can have significant impacts on the city/agency budget. Though the City will continue to try to influence these outside factors in its behalf, it is still vulnerable to unavoidable fiscal changes when they may occur.

Other factors affecting the city's future fiscal performance are within the control of the city. The factors that will have the greatest affect on the city/agency budget are the scope and level of public services, the amount of new public facilities, the population density, and land use intensity. The General Plan Update process has the most direct influence upon the new public facilities, population density, and land use intensity.

As discussed in Section I, the bulk of the capital expenditures for public facilities has already been financed, creating a declining need for capital expenditures. Similarly, the population has now stabilized, creating a stable demand for public services and facilities. The built out city has a fixed land use pattern and intensity, limiting the need to upsize public infrastructure. These stable conditions, a fairly recent experience for Cerritos, indicate that the City is poised for stable public service and facility maintenance demand into the distant future.

Without alteration, the City will experience little physical change over several decades with only smaller modifications, additions or demolitions. Thereafter,

land reuse will play a larger role as the City begins to experience replacement of the existing homes, businesses and infrastructure.

B. Future Municipal Service Cost Needs

Future municipal service costs may increase for a number of reasons. Despite a stable level of public service demand from a stable population, the City has increased the scope and level of public services over time. Operating cost increases to the GF in the past have reflected both additional services for new residents and an upgrading of municipal services and facilities for all residents. Now, given that the City is largely built out, the City is likely to face service cost increases only for expanding and enhancing municipal services and facilities for existing residents and businesses. This should ease the pressure for increasing the GF operating budget in the future.

Capital improvement expenditures for the GF will also decline as the city/agency shifts from a predominantly facility building program to a facility maintenance program. Capital facilities will continue to be built, as needed, such as the city water well/reservoir, senior housing and select road projects. However, capital projects for reuse, revitalization and rehabilitation will play an ever increasing role in the capital improvement program as new facility projects diminish.

Despite future municipal service standard improvements, Cerritos can expect to experience lower pressure for operating cost increases to the GF due to the stabilization of the population, the stabilization of the land use pattern, and the stabilization of the land use intensity. Cerritos can also expect to experience lower capital costs as the number of new big ticket public facilities declines.

C. Future Municipal Revenue Sources

Severe fiscal impacts on the Cerritos GF are most likely to occur as a decline in revenue instead of a rise in service costs. The retail sales tax allocation formula has been under constant political challenge. One of many bills submitted to the State Legislature may reallocate these retail sales tax revenues. Such a bill would have significant negative fiscal impacts upon the $25 million retail sales tax allocation the City now receives.

Interest income from the GF reserve is a stable source of future revenue if the reserve fund does not decrease over time. The reserve fund will decrease if it is used to replace a loss of other volatile revenue sources, such as the retail sales tax and governmental transfers. Any reduction in the reserve fund will generate less interest income, which in and of itself is a major revenue source. Thus, any decrease in the reserve fund may trigger a cycle of deficit financing from the reserve fund until it is fully dissipated.

It is essential that the reserve fund be maintained in order to provide the City with both a source of revenue and a cushion against possible reductions from other sources of revenue. It is also in the long term interest of the City to enlarge the size of the reserve fund to provide even greater fiscal stability. The RDA has accomplished much of its program for both the Los Coyotes Project and the Los Cerritos Project. Tax increment revenues will continue for the Los Coyotes Project though 2015, and maybe to 2025 with a ten-year extension. The Los Cerritos Project is expected to terminate tax increment revenues in 2010, and maybe to 2020 with a ten-year extension. Nearly all of the available borrowing against future tax increment revenues has already been committed. Tax increment revenues are available for low-/moderate-income housing. Thus, while the RDA is now limited as to ability to finance big ticket capital projects, it is still able to help provide some low-/moderate-income housing for the City.

At $2.8 million in revenues for FY 00-01, land rent revenues provide a large and very stable source of future unrestricted revenue. Similarly, proprietary public services, such as the city water operations, also provide a stable and locally controlled source of future revenue.

These significant future sources of revenue reveal that the City is most at risk with retail sales tax revenues. Any decrease in the share of retail sales tax revenues would have negative impacts upon the Cerritos GF. While the city has an enviable reserve fund as a cushion, it too is at risk because the interest income is the City's second largest revenue source. A significant decrease of retail sales tax revenue would have a domino effect on the reserve fund and diminish the degree of safety the City may actually have.

D. Sustainability of Municipal Budget

There is little doubt that the City of Cerritos is in excellent fiscal health and

possesses the resources to sustain its high level of public services into the distant future. The declining pressure for operating and capital expenditures will reduce the need for future revenue growth. Future revenue growth also looks positive, especially if the retail sales tax revenues continue at current rates. Combined, these expenditure and revenue conditions will allow for the growth of the reserve fund as well.

However, the City's fiscal sustainability is at risk due to the overdependency of the GF on two at risk revenue sources: retail sales tax and interest income. The retail sales tax revenue allocation can change at any time, though it has remained unchanged so far. The interest income can decrease when deficit spending draws down on the reserve fund balance. The City has ample fiscal cushion to protect its fiscal health against potential revenue source risk, but planning to diversify and enhance future revenue sources appears to be a prudent objective nonetheless.

Overall, the City can sustain its fiscal performance over the long term future. However, the City should be prepared in case of major revenue reductions, operating cost increases or emergency capital project expenditures. Therefore, the City should continue to diversify and enhance its fiscal revenue options in order to fully respond to any future revenue shortfalls.

Section III
Revenue Enhancement Opportunities

The City's GF receives annual revenues, maintains a reserve account, and annually spends monies for public services and public improvement. The GF reserve fund can grow when either the revenues exceed needed expenditures or the service cost expenditures are less than available revenues. Both of these approaches to increasing the reserve fund are explored below.

A. Increase Revenues

There are several opportunities to diversify and enhance the City's revenue sources as they relate to the General Plan. These opportunities are summarized as follows:

- Enhance Retail Sales

The single greatest opportunity to enhance revenues is to introduce new retail uses to the city. This increase in retail sales can occur with retail revitalization of underperforming centers, the reuse of sites or even the attraction of "point of sale" commercial firms. Upgrading the city's supply of quality retail stores provides a public convenience to residents as well as increased revenues for the city.

It may seem contradictory to increase retail sales revenue when the city is already so dependent upon this single revenue source. But even in the case when the city's future share of retail sales tax may decline the city would still do better with less of more than less of the same. The retail sales tax is still one of the most efficient and flexible revenue source available to municipalities and should be used to enhance the city's revenue sources.

- Establish Municipal Proprietary Operations

Municipal proprietary operations, such as the city's water operations, can also serve as new revenue sources. The city may invest into its own public utility, to either provide new services to residents and businesses, such as Internet access, or replace existing systems, such as cable, or the proposed participation in the Magnolia Power Plant Project. These proprietary

operations can provide stable sources of fiscal revenues but may also encumber the city with larger operations.

- Create a Municipal Real Estate Portfolio

Revenue from the city's land rents is expected to generate over $2.8 million to the GF this year. Land rent opportunities, like those structured in the Cerritos Towne Center, enable the city to invest in itself. By becoming a landowner, the city establishes long term ground lease revenue streams that are stable and predictable. Facility rental income can also be generated from public facilities designed specifically for such functions, such as sport facilities or event facilities.

- Increase Transient Occupancy Tax Revenue

The Sheraton Hotel in the Cerritos Towne Center may be expanded to twice its present size. This will alone double the TOT tax revenue the hotel generates now.

- Enhance Interest Revenues

The reserve fund can be increased in size to generate greater interest income revenues. More importantly, the reserve fund could be directed toward more efficient and stable investments including revenue generating public facilities and revenue generating land holdings.

B. Decrease Service Costs

The City's service costs rise with increased prices, increased demand and increased level of service. Increasing prices cannot be avoided, except marginally by increasing efficiency or finding a more competitive vendor. Increasing demand, as discussed earlier, will be checked by the limited number of homes in the city and the existing supply of occupied commercial and industrial space. Increasing or decreasing the level of service is a political choice. The city continues to provide a very high level of public services as long as the means are available.

Section IV
Sustainability Implications for the General Plan Update

The Cerritos 2000 Assessment survey of residents, businesses, executives and focus groups found that there was a general satisfaction with the City's approach to public services, economic development and fiscal sustainability. Besides a concern for greater law enforcement and follow up, only the need to maintain local roads appeared as a concern. This high degree of satisfaction with the City's municipal operations indicates that Cerritos continues to provide needed and desired high quality public services and facilities.

The Cerritos city/agency budget continues to support high quality public services and facilities, while still maintaining an enviable reserve fund. The FSR analysis found that the city/agency budget is fiscally sustainable into the indefinite future. The FSR found that the GF is over dependent on retail sales tax and interest income revenue sources. The FSR found that revenue enhancements would be beneficial to help buffer the GF in case either of these two sources of revenue decrease. New revenue opportunities should help diversify the revenue sources, intensify revenue dense uses, and reduce long term costs. The FSR found that are a number of revenue generating opportunities available to the city/agency as part of the General Plan Update process.

Intensify Retail Sales Opportunities

Retail sales tax revenue is both the backbone and the Achilles heel of the Cerritos GF budget. Nonetheless, it is still a source of unrestricted revenue to the GF and should be enhanced. The City cannot overlook the fiscal benefits of the retail sales tax revenue even if, in the future, state allocation formulas change. In the event that a retail sales tax revenue allocation formula decreases the amount received by Cerritos, the FSR has found that it is more prudent to have more of less than less of less. The General Plan can promote this revenue opportunity in the following ways:

- Increase sales from existing retail stores with revitalization, rehabilitation and beautification assistance. The properties at the northwest corner and southeast corner of Carmenita Street and

Artesia Boulevard are a suitable sites to intensify retail uses. Similarly, the site at the northeast corner of South Street and Palo Verde Avenue is suitable for intensified retail uses.

- Promote the development of new retail stores at vacant sites, such as the vacant parcels along Pioneer Blvd., north of Del Mar Road.

- Development of commercial/industrial uses with "point of sale" retail sales tax revenues could be located at sites such as those north of the Auto Center and south of Artesia Boulevard.

Increase Transient Occupancy Tax Revenues

A rapid, but limited, way to generate new transient occupancy tax revenue (TOT) is to promote the development of hotels and other overnight accommodations. The General Plan can promote this revenue opportunity in the following ways:

- Encourage the earliest development of the Sheraton Hotel Expansion at Cerritos Towne Center as demand becomes available.

- Identify potential other sites to develop new overnight accommodation facilities, especially at sites near freeway on/off ramps.

Create New Land Rent Revenue Sources

The City and the RDA have worked cooperatively to create land rent opportunities for long term municipal revenue streams. This source of revenue currently adds $2.8 million to the GF as unrestricted revenues. This approach to enhancing future revenue offers the City a chance to "invest in itself" by expanding the number of sites generating land rent to the City. The General Plan can promote this revenue opportunity in the following ways:

- Create an Economic Development Corporation as a means to acquire property, develop property and issue use rights for the purpose of generating land rent revenue streams to the Cerritos GF.

- Create other institutions to promote the generation of new land rent revenues to the GF including a housing authority, business improvement district or improvement district.

Substantially Limit Buildout Capacity

All of the major public infrastructure and facilities needed to support the now stabilized land use pattern, land use intensity and population density have largely been completed. The FSR found that future capital expenditures will decrease as capital projects shift toward the maintenance and upgrade of existing public facilities, the largest share of which would be dedicated to maintaining and upgrading roadways. This reduction in capital expenditures can be sustained unless the land use pattern is substantially modified to increase the intensity of land use or the population density. The General Plan can promote this cost reduction opportunity in the following ways:

- Do not substantially increase the residential buildout capacity of the City by allowing greater number of dwelling units than the existing General Plan.

- Intensify those non-residential land uses which can be accommodated with existing infrastructure capacity.

Enhance Assessed Valuation in Cerritos

While the property tax is not a major revenue source to the GF, it is the sole source of tax increment revenues to the RDA. The FSR found that the RDA has limited fiscal usefulness due to existing bonded indebtedness. However, the RDA may continue to play a role in assisting the GF by financing new capital projects with increased tax increments. Though limited in scale at this time, the RDA may get 10 year extensions to project area termination deadlines. For this reason, it would be prudent to continue to promote the increase of assessed valuation in the RDA project areas. The General Plan can promote this revenue opportunity in the following ways:

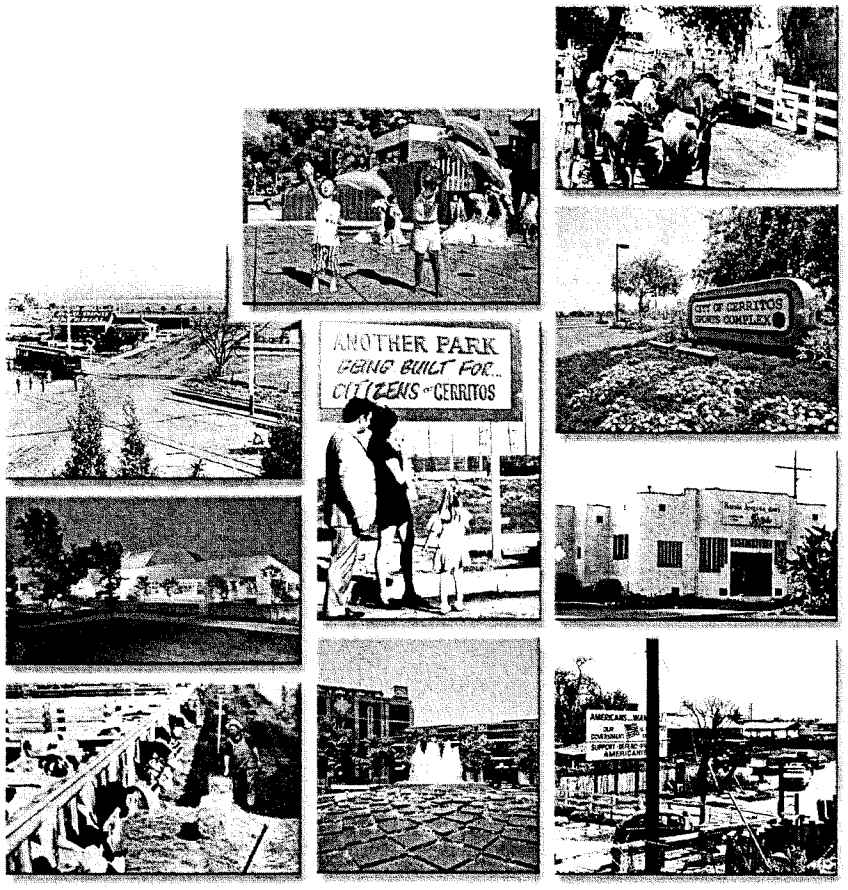
- Continue to develop and upgrade sites in the RDA project areas that will increase the amount of tax increment revenues.

- Coordinate RDA activities with the City or future Economic Development Corporation to link land rent or lease opportunities.

A CITY WITH VISION

CERRITOS
GENERAL PLAN & EIR

Appendix H
Housing Element



Housing Element

City of Cerritos

Orange County
California

December 2001

CITY OF CERRITOS

HOUSING ELEMENT
(1998-2005)

CITY COUNCIL

Mayor Paul W. Bowlen
Mayor Pro Tem Bruce W. Barrows
Council member John F. Crawley
Council member Robert Hughlett, Ed.D
Council member Gloria A. Kappe

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Waldo Arballo
Mario Bautista
Carol Chen
Rosemary Economy
Howard Spitzer

STAFF

John Saunders, Deputy City Manager/Administrative Services
Vince Brar, Deputy City Manager/Public Works
Dennis Davis, Director of Community Development
Torrey N. Contreras, AICP, Senior Planner

CONSULTANTS: LAURIN ASSOCIATES

G. Jean Laurin, Principal and Founder
Paul S. Mc Dougall, Program Manager
Michael R. Martin, Senior Analyst
Daniel L. Pascoe, Research Analyst

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SECTION 1.0
INTRODUCTION TO THE HOUSING ELEMENT

Accommodating the housing needs of the State of California is an important goal for the City of Cerritos, regional agencies and State agencies. As the population of the State continues to grow and pressure on resources increases, Cerritos is concerned with providing adequate housing opportunities while maintaining a high standard of living for all citizens in the community.

Recognizing the importance of providing adequate housing, the State has mandated a Housing Element with every General Plan since 1969. This Housing Element (2000-2005) was created in compliance with State General Plan law pertaining to Housing Elements and was certified by the California Department of Housing and Community Development on _____.

1.1 PURPOSE

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

Further, State Housing Element law requires "An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of those needs." The law requires:

- An analysis of population and employment trends;
- An analysis of the City's fair share of the regional housing needs;
- An analysis of household characteristics;
- An inventory of suitable land for residential development;
- An analysis of governmental and non-governmental constraints on the improvement, maintenance and development of housing;
- An analysis of special housing needs;
- An analysis of opportunities for energy conservation; and,
- An analysis of publicly assisted housing developments that may convert to non-assisted housing developments.

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

1.2 ORGANIZATION

The Cerritos Housing Element is organized into five primary sections:

- Review of Previous Element: an evaluation of the previous element based on appropriateness, effectiveness and progress of the previous housing program;
- Housing Needs: an analysis of demographic variables, such as population, employment and households;
- Inventory of Resources: an analysis of the housing supply, housing condition, housing vacancy, housing affordability, neighborhood resources and at-risk units;
- Constraints: an analysis of governmental constraints, non-governmental constraints and opportunities for energy conservation; and,
- Housing Program: This section identifies housing goals, policies and objectives. Funding sources are identified and schedules for implementation are set forth. In addition, a quantified objectives summary is provided.

1.3 RELATIONSHIP TO OTHER ELEMENTS

State law requires that "...the General Plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies..." The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement, and development of housing within the City.

The Housing Element is part of a comprehensive update of the Cerritos General Plan. All elements of the Cerritos General Plan have been reviewed for consistency and completed in coordination with the Housing Element.

1.4 CITIZEN PARTICIPATION

Public participation for the 2000-2005 Housing Element has included a series of study sessions and public hearings. In addition, a public review draft was prepared and made available to the community for a 30-day review period. The public review draft was sent to the Los Angeles County Housing Authority (LACHA), 8 neighboring cities, Los Angeles County, Orange County, 18 non-profit organizations and various service providers (See Attachment 1). The public review draft included comments received from City staff and the Planning Commission.

1.5 REVIEW OF PREVIOUS ELEMENT

The purpose of this section is to evaluate the last Cerritos Housing Element and subsequent housing program according to:

1) The appropriateness of the housing program in contributing toward the state housing goal;
2) The effectiveness of the housing program; and,
3) The progress of the housing program.

THE STATE HOUSING GOAL

Attainment of the State's housing goal is approached by passing down gross allocations of housing unit goals to regional governments, which in turn allocate the housing unit goals to counties and cities. At this time, counties and cities analyze the needs of their respective communities in the formulation of a housing program. Finally, the housing program sets forth goals, policies and objectives toward the attainment of the local housing unit goals and ultimately the State housing goal.

The document produced by regional governments that allocates housing unit goals is referred to as the "Regional Housing Needs Assessment" (RHNA's). Due to a lack of State funding, regional governments did not produce a RHNA between 1994 and 1998. The last funded RHNA was in 1988 from the Southern California Association of Governments (SCAG), which set forth a housing goal of 614,289 units for its six county region between 1988 and 1994. Since there was not a RHNA between 1994 and 1998, the 1988 RHNA remained effective through the end of 1997.

Between 1989 and 1998, the SCAG region achieved 71.2 percent of the RHNA goal through new construction. Los Angeles County had the lowest level of achievement out of the area counties with 42.4 percent, while Imperial and Riverside Counties had the highest levels of achievement. The remaining counties ranged between 70 and 95 percent of achievement.

Los Angeles County most likely did not achieve its housing goals between 1989 and 1998 for three reasons:

1) A recession in the early to mid 1990's had negative impacts on the housing market;
2) There is a lack of large, easily developed residentially zoned vacant lands in Los Angeles County. At the same time, there are easily developed large vacant tracts in nearby counties, such as Riverside County; and,
3) The future needs in SCAG's RHNA were established according to previous household growth rates, instead of the availability of vacant residential lands or anticipated job growth. This resulted in inappropriate housing allocations.

TABLE 1
RHNA ACHIEVEMENT LEVELS – SCAG REGION (1989-1998)

Jurisdiction	RHNA Goal	New Construction	Level of Achievement
Los Angeles County	291,983	123,696	42.4%
Orange County	99,808	93,518	93.7%
Riverside County	97,080	119,923	123.5%
San Bernardino County	92,656	70,548	76.1%
Ventura County	29,131	23,773	81.6%
Imperial County	3,632	6,209	171.0%
SCAG REGIONAL TOTAL	614,290	437,667	71.2%

Source: SCAG 1988 RHNA, DOF

Comparatively, Los Angeles County's level of RHNA achievement is similar to the overall performance of cities in the Cerritos area. The City of Cerritos had the second to last level of RHNA achievement out of the surrounding cities. The City was only able to achieve 10.5 percent of the RHNA goal through new construction, which is less than the level of achievement for the County and the SCAG region. The low achievement level can be attributed to a lack of large tracts of residentially zoned vacant land. In 1990, the City had roughly 20-30 acres of vacant residential land, but a housing allocation of 1,420 units. In order to achieve the goal, the City would have to plan for densities in the 50-70 units per acre range.

TABLE 2
RHNA ACHIEVEMENT LEVELS – SURROUNDING CITIES (1989-1998)

Jurisdiction	RHNA Goal	Actual Construction	Level of Achievement
Cerritos	**1,420**	**149**	**10.5%**
Artesia	209	54	25.8%
Bellflower	2,103	237	11.3%
Lakewood	982	561	57.1%
La Palma	107	136	127.1%
Norwalk	1,243	442	35.6%
Santa Fe Springs	260	-152	-58.5%
TOTAL	6,324	1,427	22.6%

Source: SCAG 1988 RHNA, DOF

APPROPRIATENESS, EFFECTIVENESS AND PROGRESS

The following section evaluates appropriateness, effectiveness and progress of the City's housing program through its goals and subsequent program actions.

GOAL 1

Advance equal housing opportunities for all persons in the community

1.1 Section 8 Rental Assistance Program

The program allows very low income households to choose an apartment or house and receive a tenant-based rental subsidy through the Housing Authority of the County of Los Angeles. The intent was to increase the number of rental subsidies from approximately 33 to 83, which is appropriate toward the attainment of the state housing goal. The goal of an additional 50 - Section 8 vouchers/certificates has not been met, due to a limited number of certificates in the region and efforts have been stifled through complicated coordination with the County Housing Authority. The City's limited personnel have put significant time and resources into exploring avenues of increasing the number of Section 8 vouchers in the community with little success.

1.2 Density Bonus Program

The program planned to amend the Zoning Code in compliance with State density bonus law was designed to provide additional very low and low income units in Cerritos. The program was implemented and grants a density bonus of 25 percent for developers that allocate at least 20 percent of the units in a housing project to lower income households, or 10 percent for very low income households, or at least 50 percent for "qualifying residents" (e.g. senior citizens). Furthermore, the program ensures affordability of all lower income density bonus units for a minimum 30-year period.

1.3 Senior Housing Program

The City set a five year goal to develop 100 affordable senior housing units on a parcel of land owned by the Cerritos Redevelopment Agency. The program was effectively implemented and the City has continued efforts to develop senior housing. In January 2000, the Emerald Villas, a 126 unit affordable senior housing community opened. Another 98 unit senior housing community (93 units affordable) is scheduled to open in Spring 2001 and a complex with 155 congregate living units (105 units affordable) is currently under construction.

1.4 Senior Housing Study

In order to encourage the development of affordable senior housing in the City of Cerritos, the City conducted a study to identify suitable sites. The study resulted in the development of three senior housing projects. Consequently, the City allocated monies from the Redevelopment Agency's 20 percent set-aside funds to subsidize five million dollars for the construction of the Emerald Villas senior housing project, and anticipates on subsidizing 5 million dollars for the Pioneer Villas project and 8 million dollars for the Chancellor Village project.

1.5 Shared Housing Program

In order to provide housing opportunity, use space more efficiently and lessen cost burdens, the City of Cerritos planned to establish a shared housing process. The City did not achieve the process, mostly due to staffing constraints, but the program is appropriate in accommodating housing needs. The City should continue to explore alternative shared housing processes, such as supporting the existing efforts of the Area-wide Agency on Aging.

1.6 Equal Housing Program

The City does not support any activities that may cause housing opportunities to be denied to any individual or family. Cerritos set a goal to respond aggressively to any complaint regarding housing discrimination, however the City has received minimal complaints. The City should investigate contracting with a third party non-profit, such as the Los Angeles County Fair Housing Council, to handle the Equal Housing Program, which would allow persons in the community a more approachable channel for discrimination issues.

GOAL 2

Reduce governmental constraints which inhibit the provision of affordable housing

2.1 Simplified Residential Development Review Process

In order to reduce governmental constraints and subsequent costs on the development of housing, the City of Cerritos planned to review entitlement procedures and ensure minimum processing time. No formal documents have been produced due to staffing limitations, but the City has been effective in encouraging simultaneous review of City required developmental reports. The City should continue to improve efficiency within the entitlement process and attempt a more formal review.

2.2 Reduced Development Fees

The City sought to reduce or eliminate development and permit fees, on a case-by-case basis, for affordable housing developments. Most recently City imposed fees were waived outright for three senior affordable housing projects.

2.3 Land Use Element Review Program

In order to accommodate additional housing, the city considered increasing densities on remaining vacant or underdeveloped residential land. The Program was never implemented on an annual basis, as anticipated, due to the large amount of time needed to implement, coupled with the lack of staff. However, there have been recent rezones that resulted in additional residential land. Since 1995, the City of Cerritos has processed approximately five General Plan Amendments/Development Map Amendments changing land use designations to residential. Three of the referenced five amendments were necessary to permit the construction of 224 residential units.

The Land Use Element is currently being updated through the General Plan process and will include a comprehensive analysis of lands with potential for residential development.

2.4 Redevelopment Set-aside Fund Transfers

In order to provide adequate sites for the housing needs allocation, the City planned to establish a redevelopment set-aside transfer to other cities in the region. The City researched fund transfers, but the local housing needs of seniors were determined to be a higher priority. The City also concluded that fund transfers occur in only exceptionally rare cases and is generally prohibited by the State. Further research could be conducted on redevelopment set-aside fund transfers and the potential benefits of recently passed Assembly Bill 2041. AB 2041 recognizes the difficulty cities may have building low and moderate income housing due to the availability and cost of land. The Assembly Bill would allow cities to establish a joint powers authority that would pool their low and moderate income housing funds to allow for affordable housing to be built in their surrounding area.

GOAL 3

Provide various forms of development assistance for affordable housing

3.1 Reverse Annuity Mortgage Program

The program was intended to assist homeowners that have substantial equity in their homes, but little cash income. A local lending institution was to provide

monthly payments based on the value of their home. The City did not establish this program. Although the intent seemed appropriate, the program generated uncertainty and complexities, as to the details of program implementation.

3.2 Homeless Shelter Program

The City of Cerritos annually contributes $50,000 to the Rio Hondo Homeless Shelter and $7,000 to Su Casa Home for battered women and children. The program is on-going and recently the City has increased funding for the Su Casa Home from $7,000 to $20,000.

GOAL 4

Maintain the community's existing housing stock, particularly the affordable housing units

4.1 Deferred Rehabilitation Loans

The City planned to identify funding sources for low interest rehabilitation loans to assist homeowners with code violations or exterior improvements. Funding sources were not identified, due to lack of staffing. Given large portions of the housing stock will be reaching 20 to 30 years of age, the City should make efforts to first identify the need for rehabilitation loans and second a source of funding. Funding sources can include Community Development Block Grants (CDBG), HOME monies, Housing Enabled by Local Partnerships (HELP) monies and the Redevelopment Agency's 20 percent set-aside funds. The City should also consider the possibility of contracting these planning activities.

4.2 City Wide Pride Program

In an effort to promote city wide pride through property maintenance, volunteer judges evaluate nominated properties based on general appearance as well as architectural and landscape design. For residential properties, judges are instructed to look for homes that have been remodeled and which possess driveways and walkways that are free of oil, rust and paint stains. One hundred winners are chosen from throughout Cerritos annually and recognized at the City Wide Pride Awards Banquet that is held in July. Due to the level of success the program has had over the years, the City should consider expanding the program to include low interest home improvement loans and/or grants to qualified residents.

4.3 Grant Program

The City planned to identify funding sources for grants up to a certain amount for exterior improvements. The City was successful in identifying funds and

provides up to $300 for qualified senior and disabled residents. Cerritos currently provides approximately 15 grants a year. The program has been effective in neighborhood preservation and should be continued over the next planning period.

4.4 Cerritos Code Enforcement Program

In order to prevent the deterioration of its housing stock, the City has continued to bring substandard properties into compliance with existing codes. Monthly the City has a caseload of between 190 and 260 various residential violations, with one-third to one-half of those being resolved a month. The remaining unresolved case violations are reviewed in the following months.

4.5 Senior and Disabled Citizen Labor Assistance Program

The City intended to coordinate the provision of labor for minor housing repair to seniors and disabled households. The City made efforts to find interested community groups and service organizations to provide the labor. Unfortunately, the City was only able to recruit the Boy Scouts of America to participate in the City's Senior and Disabled Citizen Assistance Program. The City of Cerritos should continue to recruit other organizations in its effort to improve and expand this program.

4.6 One-For-One Replacement Housing Program

The program would require any lost at-risk units to be replaced on a one-for-one basis. The program would place the replacement responsibility on private developer. The City was never notified of at-risk units in the planning period, so the program was not tested. However, the program's implementation should be strengthened, so the one-for-one replacement is not curtailed in the case of future at-risk conversion.

4.7 Substandard Property Abatement Program

The City annually budgets funds to remove unsafe structures or abate code violations that threaten the health, safety and welfare of the community. Over the last five years code violations have resulted in the demolition of five structures, all of which have been abandoned service stations.

GOAL 5

Provide increased opportunities for home ownership

5.1 First-Time Home Buyers Assistance Program

The City sought to establish a program that identifies sources for First-Time Homebuyer Assistance Program. The program was never established, due to lack of staffing. Cerritos plays an important regional role in providing housing opportunities to families and other households seeking ownership. Consequently, the City should investigate consulting firms and mortgage brokers to develop and administer a First-Time Homebuyer Assistance Program that would target households that are in the Low and Moderate Income Groups.

CONCLUSION

The City of Cerritos has played an important role in promoting housing opportunities throughout the community. The City has utilized Redevelopment funds for various activities within the community. In addition, the City has been successful in implementing and preserving many of the actions in the Housing Program, such as the Senior Housing Program and Study, the Equal Housing Program, the Homeless Shelter Program, the City Wide Pride Program, the Grant Program and the Code Enforcement Program. For instance, between 1998 and 2001 the City of Cerritos has already met their new 1998-2005 RHNA Very Low and Low housing need, through actions from the previous Housing Program.

Furthermore, the City has addressed the housing needs of their aging community by encouraging the development of senior housing communities with redevelopment funds, which offer units to all segments of the senior population.

There however are actions that need more attention. For instance, the Shared Housing Program, Deferred Rehabilitation Loans and the First Time Home Buyer Assistance Program are actions that the City has not implemented that could help various citizens in Cerritos better their current housing situations. The City could conduct further research on redevelopment set-aside fund transfers. The City should expand the City Wide Pride program and make more effort on the Senior and Disabled Labor Assistance Program. Furthermore, the City should strengthen the One-For-One At-Risk Replacement Program and give incentives to promote housing for the special need populations. Finally, to allow the housing programs in Cerritos to be given appropriate attention, the City should prioritize housing programs contained in this report and retain additional personnel to implement such programs.

SECTION 2.0
SUMMARY OF EXISTING CONDITIONS

The following section summarizes and analyzes the existing housing conditions in Cerritos. The section consists of two major sections: Section 2.1 – Housing Needs Assessment – an analysis of population trends, employment trends, household trends and special needs, and Section 2.2 – Inventory of Resources – an analysis of existing housing characteristics, housing conditions, vacancy trends, housing costs and availability, neighborhood and community resources, "at-risk housing" and suitable lands for future development.

2.1 HOUSING NEEDS ASSESSMENT

To effectively determine the present and future housing needs of the City of Cerritos, it is important to analyze demographic variables, such as population, employment and households. This data is gathered from the 1970 – 1990 U.S. Census Reports, the State Department of Finance (Demographic Research Unit), Southern California Association of Governments (SCAG) and Anysite/Datum Populus. See the Appendix for a complete list of data sources.

POPULATION TRENDS

The City of Cerritos is located in Los Angeles County, which is one of six counties (Imperial, Orange, Riverside, San Bernardino and Ventura) that are a part of the Southern California Association of Governments (SCAG) region, a regional planning agency.

Over the last twenty years Los Angeles County represents the smallest proportionate gain in the region. For example, Los Angeles County grew by 32.2 percent over the last two decades, while Riverside County grew by over 129 percent. The lower proportionate growth can be attributed to a myriad of factors including out-migrations of populations from the central-Los Angeles area and the lack of easily developed land in the central-Los Angeles area, lifestyle preferences and dynamics within proportionate analysis.

Although Los Angeles County has experienced relatively small proportionate growth, the County has continued to accommodate large populations. Currently, Los Angeles County has an estimated population of 9,884,255, which represents an increase of 2,407,017 persons since 1980. Los Angeles County has the largest population in the region, followed by Orange and San Bernardino.

TABLE 3
POPULATION – SCAG COUNTIES

County	1980	1990	2000	Change (1980-2000)	
				Number	Percent
Imperial	92,110	109,303	145,285	53,175	57.7%
Los Angeles	**7,477,238**	**8,863,164**	**9,884,255**	**2,407,017**	**32.2%**
Orange	1,932,921	2,410,556	2,828,351	895,430	46.3%
Riverside	663,199	1,170,413	1,522,855	859,656	129.6%
San Bernardino	895,016	1,418,380	1,689,281	794,265	88.7%
Ventura	529,174	669,016	756,501	227,327	43.0%
TOTAL	11,589,658	14,640,832	16,826,528	5,236,870	45.2%

Source: 1980-1990 Census, Department of Finance

The City of Cerritos is bordered by eight cities: Artesia, Bellflower, Buena Park, Lakewood, La Palma, La Mirada, Norwalk and Santa Fe Springs. Out of the nine-city area, the City of Cerritos had the largest numerical and proportionate growth over the last three decades, most of which occurred between 1970 and 1980. Cerritos grew by 266.2 percent between 1970 and 2000, while the city with the second largest growth was La Palma.

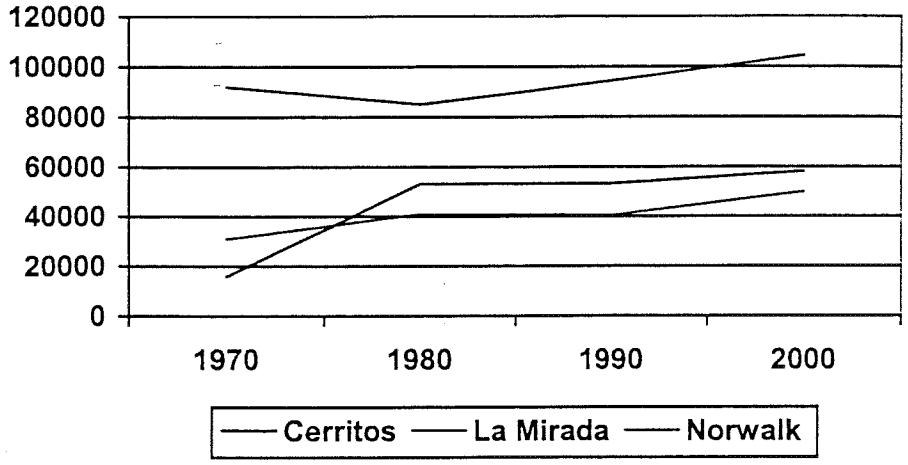
Cerritos' growth over the last thirty years represents 36.6 percent of the total growth of the entire nine-city area, but is only the fifth largest city in the area. Cerritos' recent growth can be attributed to the fact that the surrounding cities were built-out earlier and in turn had absorbed populations decades earlier. In the 1960's and 1970's Cerritos converted large amounts of its agricultural land to housing and commercial uses, which allowed for rapid growth.

TABLE 4
POPULATION – CERRITOS AND SURROUNDING CITIES

City	1970	1980	1990	2000	Change (1970-2000)	
					Number	Percent
Cerritos	**15,856**	**53,020**	**53,240**	**58,063**	**42,207**	**266.2%**
Artesia	14,757	14,301	15,464	17,132	2,375	16.1%
Bellflower	51,454	53,411	61,815	68,345	16,891	32.8%
Buena Park	63,646	64,165	68,784	77,267	13,621	21.4%
Lakewood	82,973	74,511	73,557	80,952	-2,021	-2.4%
La Palma	9,687	15,399	15,392	16,537	6,850	70.7%
La Mirada	30,808	40,986	40,452	49,918	19,110	62.0%
Norwalk	91,827	84,901	94,279	104,473	12,646	13.8%
Santa Fe Springs	14,750	14,520	15,520	16,463	1,713	11.6%
TOTAL	375,758	415,214	438,503	489,150	113,392	30.2%

Source: 1970-1990 Census, Department of Finance

CHART 1
POPULATION GROWTH COMPARISON



From 1960 to 1970 the City grew from 3,508 persons to 15,856 persons, which represents an annual growth rate of 35.2 percent. In the 1970's the growth rate dropped only slightly as Cerritos grew by more than 37,000 persons. Between 1980 and 1990 the population growth slowed drastically where the City only grew by 220 persons or 0.4 percent. Members of the community feel that the 1990 Census numbers were inaccurate, however, for purposes of updating this housing element, the 1990 Census numbers are considered the official source and conclusions are drawn accordingly.

Cerritos currently has a population of 58,063 persons and is projected to grow by only 4,140 persons or 7.1 percent over the next twenty years. This stabilization trend can be attributed to the City expanding to its full build-out capacity.

TABLE 5
POPULATION TRENDS – CITY OF CERRITOS

Year	Total Population	Numeric Change	Percent Change	Annual Percent Change
1960	3,508			
1970	15,856	12,348	352.0%	35.2%
1980	53,020	37,164	234.4%	23.4%
1990	53,240	220	0.4%	0.04%
2000	58,063	4,823	9.1%	0.9%
2005	58,988	925	1.6%	0.3%
2010	59,680	692	1.2%	0.2%
2015	60,836	1,156	1.9%	0.4%
2020	62,203	1,367	2.2%	0.5%

Source: 1960-1990 Census, Department of Finance, SCAG

Currently, 27.1 percent of the population in Cerritos is under the age of 17 years and this age group has experienced average numeric growth over the last ten years. The 75 years and older category had the largest proportionate growth and the second largest numeric growth, which suggests an ageing community and an increase in demand for senior housing. In addition, the 18-24 age group was the only age category that decreased. This implies a solid migration of younger populations leaving home to other communities and subsequently less demand for rental units.

The 25-34 age group is very dynamic, because this group is the predominate age range where families are beginning to form and persons make the transition from renting to ownership. Over the last ten years this category increased by 772 persons or 11.7 percent, which suggests the need for larger single family homes has grown or sustained while the amount of land available for new single family housing in Cerritos has diminished. The median age in 2000 is estimated to be 34.1 years, which is equal to the State's median age. The median age has increased and is anticipated to continue increasing as families age in place and baby boomers retire.

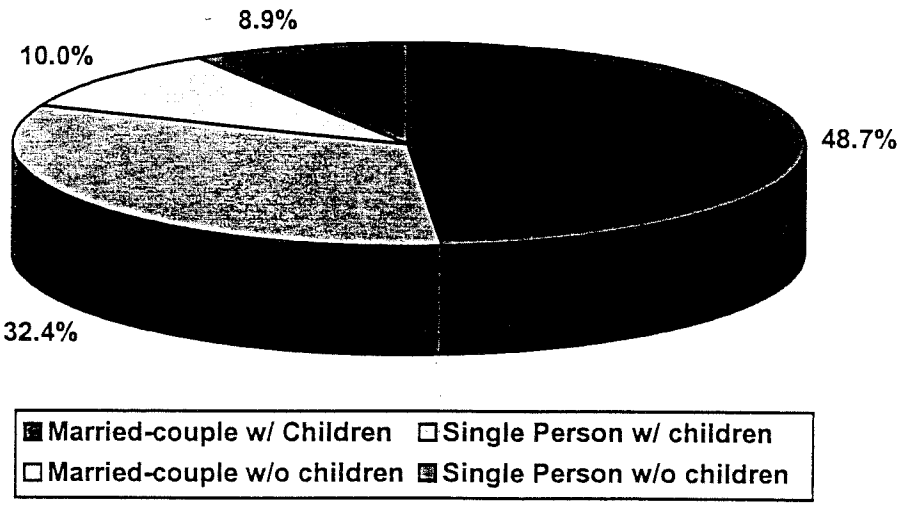
TABLE 6
POPULATION BY AGE GROUPS

Age Group	1990		2000		Change	
	Number	Percent	Number	Percent	Number	Percent
0-4 Years	3,034	5.7%	3,716	6.4%	682	22.5%
5-17 Years	11,660	21.9%	12,019	20.7%	359	3.1%
18-24 Years	5,909	11.1%	5,864	10.1%	-45	-0.8%
25-34 Years	6,602	12.4%	7,374	12.7%	772	11.7%
35-44 Years	9,849	18.5%	10,684	18.4%	835	8.5%
45-54 Years	9,317	17.5%	9,871	17.0%	554	5.9%
55-64 Years	3,887	7.3%	4,238	7.3%	351	9.0%
65-74 Years	2,130	4.0%	2,613	4.5%	483	22.7%
75+ Years	852	1.6%	1,684	2.9%	832	97.7%
TOTAL	53,240	100.0%	58,063	100.0%	4,823	9.1%
Median Age	33.0 Years		34.1 Years		1.1	3.3%

Source: 1990 Census, Anysite/Datum Populus.com

In 1990, 55.4 percent of families in Cerritos had at least one child (under 18 years of age) in their household. Comparatively, in Los Angeles County 50.8 percent of families have the presence of children. Of the families with children in Cerritos, married couples head 83.0 percent of the families.

CHART 2
FAMILY STATUS AND PRESENCE OF CHILDREN - 1990



According to the 1990 Census, 24,171 persons in Cerritos classified themselves as Asian/Pacific Islander, which translated to 45.4 percent of the population. In 2000 the number of Asian/Pacific Islanders has decreased by only 888 persons or 3.7 percent. In contrast to the Anysite/Datum Populus projections, the City estimates that the number of Asian/Pacific Islanders has increased rather than decreased since 1990. The White cohort represented the second largest race category with 42.4 percent in 1990, and currently represents the largest category with 42.6 percent of the Cerritos population. Compared to the County and the State, the City of Cerritos has a much more diverse population.

TABLE 7
POPULATION BY RACE

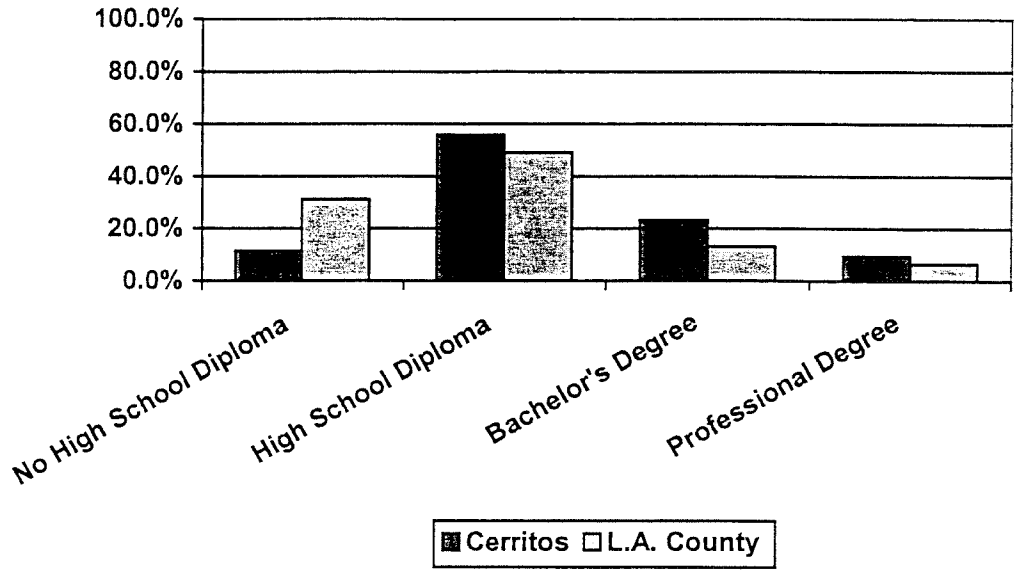
Category	1990		2000		Change	
	Number	Percent	Number	Percent	Number	Percent
White	22,573	42.4%	24,735	42.6%	2,161	9.6%
Black	3,940	7.4%	4,587	7.9%	647	16.4%
Amer. Indian	160	0.3%	232	0.4%	72	45.0%
Asian/Pacific Islander	24,171	45.4%	23,283	40.1%	-888	-3.7%
Other	2,396	4.5%	5,226	9.0%	2,830	118.1%
TOTAL	53,240	100.0%	58,063	100.0	4,823	9.1%
Hispanic*	6,282	11.8%	14,051	24.2%	7,769	123.7%

Source: 1990 Census, Anysite/Datum Populus.com *Hispanic category is not mutually exclusive

In 1990, 32.6 percent of the Cerritos population had a bachelor degree or a professional degree. Comparatively, only 19.7 percent of the County's population had the same type

of degrees. Furthermore in 1990, 31.2 percent of the County population did not graduate from high school, while in Cerritos the proportion is much lower at 11.4 percent.

CHART 3
EDUCATIONAL ATTAINMENT – 18 YEARS AND OVER



EMPLOYMENT TRENDS

According to the U.S. Bureau of Labor Statistics, there was an average of 30,505 persons in the Cerritos labor force as of July 2000. The unemployment rate rose to a high of 5.0 percent in 1992 and 1993, and has since continually decreased. Compared with the Los Angeles-Long Beach Metropolitan Statistical Area (MSA), which the City of Cerritos is within, Cerritos has a much lower unemployment rate than the overall MSA. For example in 1999, the average unemployment rate in Cerritos was 2.9 percent, while it was 5.9 percent in the MSA. The number of persons employed and the unemployment rate in the City was stable even through the 1992 and 1993 recession in Los Angeles. For those two years in the Los Angeles-Long Beach MSA the unemployment rate rose to 9.8 percent, while in Cerritos the rate only increased slightly to 5.0 percent.

TABLE 8
LABOR FORCE TRENDS – CITY OF CERRITOS

Year	Labor Force	Employment	Unemployment Rate
1990	29,160	28,306	2.9%
1991	28,832	27,651	4.1%
1992	28,506	27,090	5.0%
1993	27,869	26,479	5.0%
1994	27,700	26,388	4.7%
1995	27,819	26,720	4.0%
1996	27,944	26,790	4.1%
1997	28,859	27,875	3.4%
1998	29,926	28,950	3.3%
1999	30,122	29,247	2.9%
2000*	30,505	29,666	2.7%

Source: U.S. Bureau of Labor Statistics *annual average is through July 2000

In 1990, the amount of persons in the Los Angeles County labor force was 4,203,792. Services was by far the largest industry (34.2 percent), while manufacturing and trade were the next largest (20.5 percent respectively).

According to the California Employment Development Department, the Los Angeles County labor force in June 2000 consisted of 4,102,600 persons, which are 230,500 more persons than in 1997. Services was the largest industry in the County in 1997 and 2000, followed by trade and manufacturing. Government experienced the largest proportionate growth between 1997 and 2000, while services experienced the largest numerical growth.

TABLE 9
EMPLOYMENT BY INDUSTRY – LOS ANGELES COUNTY

Type of Industry	1997		2000	
	Number	Percent	Number	Percent
Total Farm	7,000	0.1%	8,600	0.2%
Mining	5,500	0.1%	4,100	0.1%
Construction	109,500	2.8%	132,100	3.2%
Manufacturing	661,400	17.1%	633,500	15.4%
TCPU*	211,900	5.5%	243,600	5.9%
Trade	858,600	22.2%	900,700	22.0%
Finance/ Insurance	220,200	5.7%	236,800	5.8%
Services	1,261,900	32.6%	1,356,300	33.1%
Government	536,300	13.9%	586,900	14.3%
TOTAL	3,872,300	100.0%	4,102,600	100.0%

Source: Employment Development Department: 1997, June 2000
*Transportation, Communications & Public Utilities

Comparatively, Cerritos and Los Angeles County have similar proportions of employment in industries. For example, services, manufacturing and trade are the largest industries in both areas. Between 1990 and 2000 in Cerritos, the industry with the most numerical and proportionate growth is services and not government like the County.

TABLE 10
EMPLOYMENT BY INDUSTRY - CITY OF CERRITOS

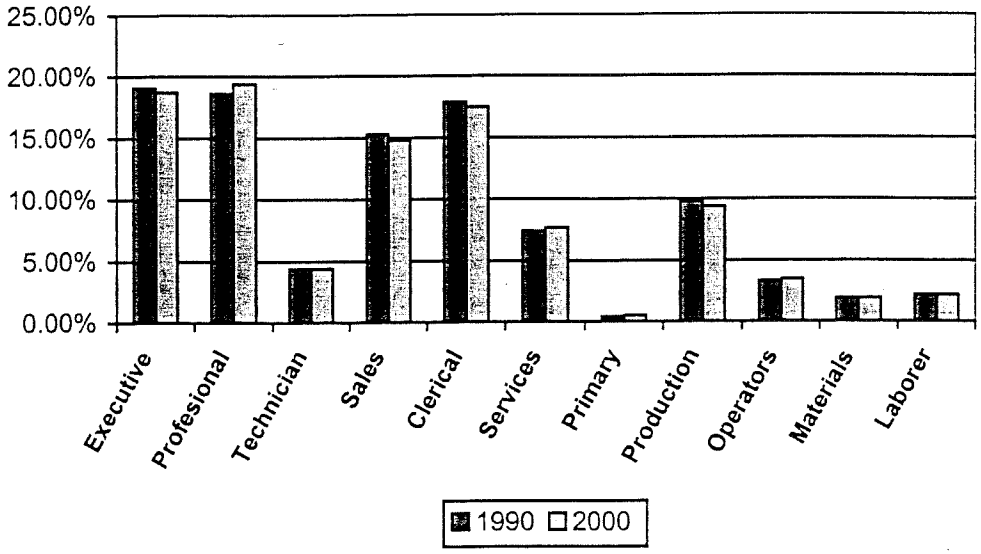
Type of Industry	1990		2000		Change	
	Number	Percent	Number	Percent	Number	Percent
Total Farm	131	0.5%	153	0.4%	22	16.8%
Mining	47	0.2%	31	0.1%	-16	-34.0%
Construction	1,018	3.6%	1,159	3.8%	141	13.9%
Manufacturing	5,867	20.9%	5,948	19.5%	81	1.4%
TCPU*	2,334	8.3%	2,349	7.7%	-15	-0.6%
Trade	6,786	24.2%	7,108	23.3%	322	4.7%
Finance/ Insurance	2,284	8.1%	2,562	8.4%	278	12.2%
Services	8,597	30.7%	10,250	33.6%	1,653	19.2%
Government	969	3.5%	976	3.2%	7	0.7%
TOTAL	28,033	100.0%	30,505	100.0%	2,472	8.8%

Source: 1990 Census, Anysite/Datum Populus.com
*Transportation, Communications & Public Utilities

Currently the three largest occupations in Cerritos have been executive, professional and clerical. Between 1990 and 2000, the professional and service occupations have increased the most, while the executive, sales and clerical occupations have decreased slightly.

Compared with the County, Cerritos has larger proportions of executives and professionals. For example in 1990, 27.6 percent of the County's employed persons were categorized as professionals and executives, while in Cerritos 37.7 percent of employed persons categorized themselves in the same two occupations.

CHART 4
OCCUPATION – CITY OF CERRITOS



According to the City of Cerritos, the largest employer in the area is United Parcel Service with 5,671 employees. The next largest employers are the ABC Unified School District and the Los Cerritos Regional Shopping Center, with 2,289 and 2,250 employees respectively.

The UPS Southern California District reports that hourly employees earn between $17,680 - $47,840 annually. Teachers at the ABC Unified School District earn between $33,017 - $70,240 annually, while clerical/technical employees earn between $17,115 - $69,353 and operational/support staff earn between $16,455 - $71,675. The average salary at the Auto Square is approximately $40,000 a year.

TABLE 11
MAJOR EMPLOYERS – CITY OF CERRITOS

Major Employers	Number of Employees
UPS	5,671
ABC Unified School District	2,289
Los Cerritos Regional Shopping Center	2,250
Auto Square	2,000
AT&T Wireless Services	800
City of Cerritos	620
GTE	497
College Hospital	360

Source: City of Cerritos

HOUSEHOLD TRENDS

Population growth and household growth do not necessarily mirror each other. The formation of households is impacted by a variety of factors. The ageing of the population, young adults leaving home and divorce are some of the many events that can cause household growth even in relatively static periods of population growth. Subsequently, population growth can greatly exceed household growth, due to factors such as families having children, children staying at home longer and relatives moving in together.

Between 1970 and 1980, Cerritos households more than tripled from 4,623 households to 14,917 households. Since 1980, the City's household growth has dramatically leveled. Between 1990 and 2000, Cerritos only increased 148 households or 1.0 percent. Comparatively, Los Angeles County households have grown at a much higher rate over the last two decades.

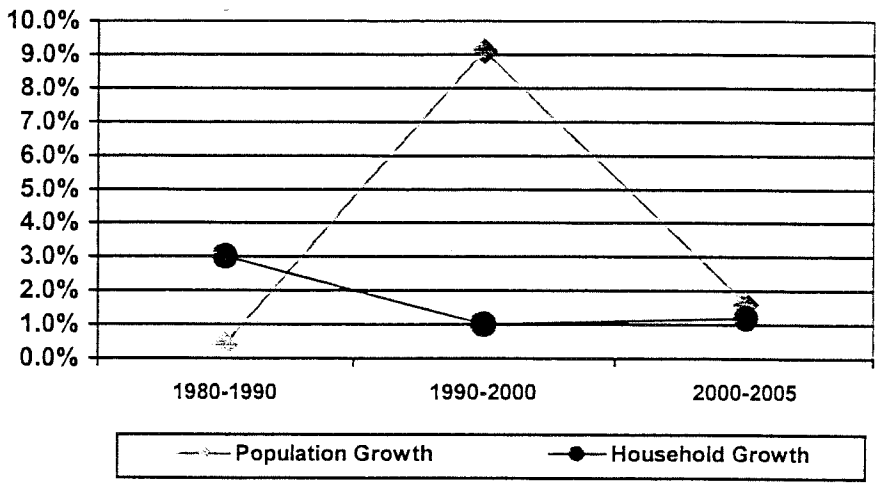
TABLE 12
HOUSEHOLD TRENDS

Year	Total Households	Numeric Change	Percent Change	Annual Percent Change
CITY OF CERRITOS				
1970	4,623			
1980	14,917	10,294	222.7%	22.3%
1990	15,364	447	3.0%	0.3%
2000	15,512	148	1.0%	0.1%
2005	15,692	180	1.2%	0.2%
LOS ANGELES COUNTY				
1970	2,431,771			
1980	2,730,469	298,698	12.3%	1.2%
1990	2,989,552	259,083	9.5%	1.0%
2000	3,272,169	282,617	9.5%	1.0%
2005	3,405,627	133,458	4.1%	0.8%

Source: 1970-1990 Census, Department of Finance (2000), SCAG

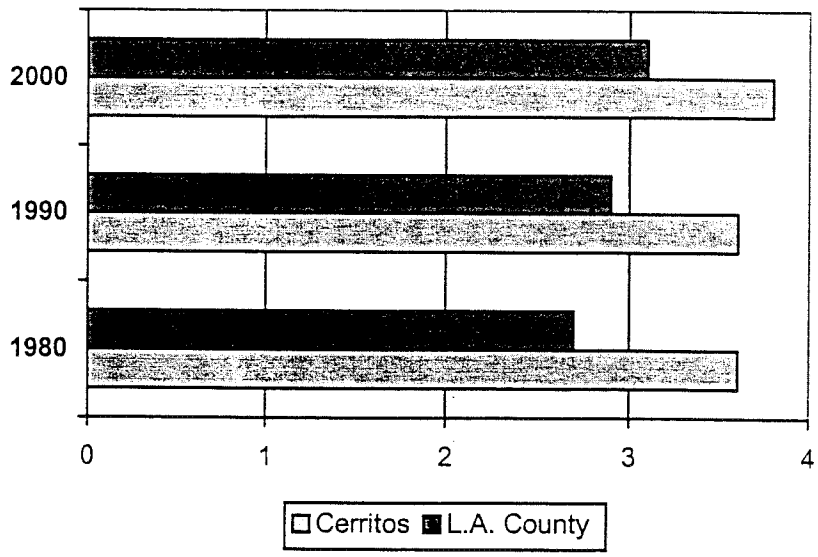
Between 1980 and 1990 the household growth was larger than the population growth, while in the last decade this trend has reversed and the population growth greatly exceeded household growth.

CHART 5
POPULATION GROWTH VS. HOUSEHOLD GROWTH – CITY OF CERRITOS



Over the last twenty years, the Cerritos household size has consistently remained higher than Los Angeles County. However since 1980, the City of Cerritos household size has only grown 5.6 percent, while Los Angeles County's household size has grown by 14.8 percent. Currently it is estimated that the City of Cerritos average household size is 3.8 persons, which is relatively large and suggests a strong family environment.

CHART 6
HOUSEHOLD SIZE



The City of Cerritos has a larger proportion of households with 3 or more persons than Los Angeles County. In 1990, 70.7 percent of Cerritos households consisted of more than 3 persons, while 47.8 percent of the County's households had more than 3 people. According to Ansite/Datum Populus.com, over the last ten years in Cerritos, the number and proportion of households with three or more people have decreased. However, these figures contradict other California Department of Finance and Anysite/Datum Populus.com data, therefore it is likely that the number of three plus persons per household in the City of Cerritos is increasing.

TABLE 13
PERSON PER HOUSEHOLD TRENDS

Number of Persons Per Household	1990		2000		Change	
	Number	Percent	Number	Percent	Number	Percent
CITY OF CERRITOS						
1 person	1,137	7.4%	1,427	9.2%	290	25.5%
2 person	3,365	21.9%	3,552	22.9%	187	5.6%
3-4 person	7,252	47.2%	7,198	46.4%	-54	-0.7%
5+ person	3,610	23.5%	3,335	21.5%	-276	-7.6%
TOTAL	15,364	100.0%	15,512	100.0%	148	1.0%
LOS ANGELES COUNTY						
1 person	735,430	24.6%	798,409	24.4%	62,979	8.6%
2 person	825,116	27.6%	899,846	27.5%	74,730	9.1%
3-4 person	881,918	29.5%	984,923	30.1%	103,005	11.7%
5+ person	547,088	18.3%	588,991	18.0%	41,902	7.7%
TOTAL	2,989,552	100.0%	3,272,169	100.0%	282,617	9.5%

Source: 1990 Census, Anysite/Datum Populus.com

In 1980, 87.3 percent of the households in Cerritos were owners and 12.7 percent were renters. In 1990 the percentage of renters slightly increased to 16.6 percent in 1990, but has dropped over the last ten years to 15.6 percent. Currently, 13,092 households or 84.4 percent are owners and 2,420 households or 15.6 percent are renters.

Comparatively, the percentage of renters in the County and State are much higher. For example, in 1990, 51.8 percent of households in the County were renters compared to the 16.6 percent of households in Cerritos. The City's lower proportion of renters is due in part to the housing market responding to a lifestyle preference and the high demand for housing units suitable for ownership.

TABLE 14
TENURE BY HOUSEHOLDS

City of Cerritos			Los Angeles County	
		1980		
Number	Percent		Number	Percent
13,023	87.3%	Owners	1,323,397	48.5%
1,894	12.7%	Renters	1,407,072	51.5%
		1990		
12,814	83.4%	Owners	1,440,830	48.2%
2,550	16.6%	Renters	1,548,722	51.8%
		2000		
13,092	84.4%	Owners	1,593,546	48.7%
2,420	15.6%	Renters	1,678,623	51.3%

Source: 1980-1990 Census, Anysite/Datum Populus.com

The number of households in the lower income ranges (less than $20,000) have remained fairly stable between 1990 and 2000. The income groups with the most dramatic numeric decreases occurred in households that earn between $20,000 and $39,999. Conversely, the largest numeric and proportionate increases occurred in income groups earning $100,000 and higher. For example, the $150,000 and higher income category increased by 1,385 households or 257.4 percent over the last ten years, which represents the largest increases of any income group.

The City's median income has increased from $55,076 in 1990 to $82,759 in 2000, which represents a growth of 40.1 percent.

Income is considered a very important factor in a household's shelter decision. When a household expands or contracts and a judgment is made to move to a more appropriate bedroom size, income becomes a strong factor in that decision.

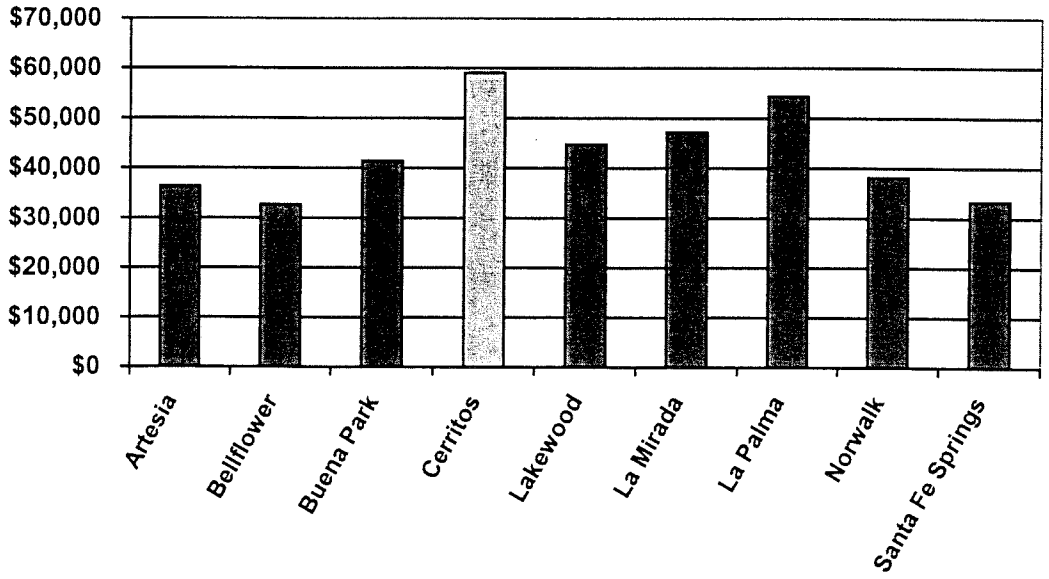
TABLE 15
HOUSEHOLDS BY INCOME – CITY OF CERRITOS

Income Ranges	1990		2000		Change	
	Number	Percent	Number	Percent	Number	Percent
Less than $5,000	261	1.7%	233	1.5%	-28	-10.7%
$5,000-9,999	261	1.7%	341	2.2%	80	30.7%
$10,000-14,999	292	1.9%	248	1.6%	-44	-15.1%
$15,000-19,999	353	2.3%	403	2.6%	50	14.2%
$20,000-24,999	430	2.8%	310	2.0%	-120	-27.9%
$25,000-29,999	645	4.2%	496	3.2%	-149	-23.1%
$30,000-34,999	768	5.0%	264	1.7%	-504	-65.6%
$35,000-39,999	738	4.8%	621	4.0%	-117	-15.9%
$40,000-49,000	2,028	13.2%	1,039	6.7%	-989	-48.8%
$50,000-59,000	2,090	13.6%	1,117	7.2%	-973	-46.6%
$60,000-74,999	2,458	16.0%	1,862	12.0%	-596	-24.2%
$75,000-99,999	2,719	17.7%	2,901	18.7%	182	6.7%
$100,000-124,999	1,322	8.6%	2,389	15.4%	1,067	80.7%
$124,999-149,999	461	3.0%	1,365	8.8%	904	196.1%
$150,000+	538	3.5%	1,923	12.4%	1,385	257.4%
TOTAL	15,364	100.0%	15,512	100.0%	148	1.0%
Median Income	$59,076		$82,759		$23,683	40.1%
Average Income	$66,420		$100,232		$33,812	50.9%

Source: 1990 Census, Anysite/Datum Populus.com

In 1990, the median household income was $59,076, which was greater than the seven cities bordering Cerritos. The City of La Palma had the second largest median household income of $54,364. Of the eight-city area, Bellflower had the lowest median household income of $32,711, which was 44.6 percent lower than the Cerritos median household income.

CHART 7
1990 MEDIAN INCOME COMPARISON



The U.S. Department of Housing and Urban Development (HUD) estimates area median incomes (AMI) for every county in the United States. These AMI numbers are then used to classify households into four different income groups. They are defined as: (1) Very Low Income which are households earning less than 50 percent of the AMI; (2) Low Income which are households earning between 50 percent and 80 percent of the AMI; (3) Moderate Income which are households earning between 80 percent and 120 percent of AMI, and; (4) Above Moderate Income which are households earning over 120 percent of the AMI. Many housing programs, such as CDBG, HOME and LIHTC, use some form of the income groups to establish eligibility.

The Los Angeles – Long Beach MSA 2000 AMI is $52,100, $30,659 less than the Cerritos estimate. Based on the 2000 HUD AMI and household income tables, 10.7 percent of Cerritos households are in the Very Low Income Category and 9.4 percent of the households are in the Low Income Category. Concurrently, the majority of households in Cerritos are classified as either Moderate or Above Moderate. Comparatively the County and the State have a much larger percentage of households in the Low and Very Low Income Categories.

TABLE 16
HOUSEHOLDS BY INCOME GROUP (2000)

2000 HUD Median Income: $52,100

Income Category	Income Range	Number	Percent
Very Low	Less than $26,050	1,660	10.7%
Low	$26,051-$41,680	1,458	9.4%
Moderate	$41,681-$62,520	2,234	14.4%
Above Moderate	Greater than $62,520	10,160	65.5%

Source: Estimated number of households by income applied to HUD AMI

POPULATION, EMPLOYMENT & HOUSEHOLD SUMMARY

The majority of population and household growth occurred in the 1960's and 1970's, however, in the last ten years both growth rates have stabilized as Cerritos approaches build-out. Population growth has been more rapid than household growth, which suggests the City is running out of space for new construction and families are attracted to Cerritos for the family lifestyle. Also, populations that originally moved to Cerritos thirty and forty years ago have remained in the City. As their children have left, their demand for larger single family homes may have decreased, while the need for retirement living options has increased.

Cerritos unemployment rate has consistently been low, and a large number of the labor force are some type of professionals. Housing should continue to accommodate these persons who tend to have larger households and higher incomes with a preference for single family homes.

REGIONAL HOUSING NEEDS

Housing Element law is intended to achieve the State's housing goal through the cooperation of government localities. Accordingly, multi-jurisdictional agencies or Councils of Governments (COGs) are responsible for distributing the State's housing need in an equitable method that attempts to avoid the uneven distribution of low income households.

The City of Cerritos falls under the jurisdictions of two COGs: (1) the larger Southern California Association of Governments (SCAG); and, (2) Gateway Cities COG. Through a cooperative process, the two COGs and the City of Cerritos produced a Regional Housing Needs Assessment (RHNA). The RHNA in essence consists of two components, income group goals and construction need.

INCOME GROUP GOALS

The purpose of RHNA is to ensure that Cerritos attains its fair share of the state housing goal and there is no disproportionate distribution of household income groups. The income categories are based on the HUD AMI: (1) Very Low [less than 50 percent of AMI]; (2) Low [50 to 80 percent of AMI]; (3) Moderate [80 to 120 percent of AMI]; and, (4) Above Moderate [greater than 120 percent of AMI]. SCAG has deemed there to be no change for the proportions of households by income groups through 2005.

TABLE 17
INCOME GROUP GOALS (1998-2005)

Income Category	2005 Goal
Very Low	4%
Low	4%
Moderate	9%
Above Moderate	83%

Source: 2000 SCAG RHNA

CONSTRUCTION NEEDS

Construction need is determined from SCAG household growth estimates, vacancy need and replacement need. Over the next five years, Cerritos has been given a construction need of 340 housing units. Of these, over 50 percent are needed for Above-moderate (greater than 120 percent of AMI) households.

TABLE 18
CONSTRUCTION NEED (1998-2005)

Income Category	Construction Need
Very Low	54
Low	41
Moderate	71
Above Moderate	174
TOTAL	340

Source: 2000 SCAG RHNA

SPECIAL NEEDS

ELDERLY

The elderly community is a significant portion of the population that needs special consideration in regards to housing. The elderly may face financial difficulties due to limited income after retirement or may have no housing options in their community once they decide living in a large home requires too much upkeep. In these instances the lack of senior housing availability may force them to leave their community in which they

may have been living all their lives. The purpose of this section is to identify the characteristics of the housing community and to determine what the City of Cerritos' senior housing needs are. While some City programs define the elderly as 62 years of age and older, this demographic portion defines the elderly as persons over the age of 65 years. From a practical standpoint 65 years of age is the retirement age and the age U.S. Census Bureau uses to determine elderly persons statistics.

According to the U.S. Census Bureau, between 1980 and 1990 the elderly population in Cerritos grew by 1,561 persons or 109.9 percent and reached 2,982 elderly persons. This senior growth rate is almost double that of Los Angeles County in the same time period. Over the last decade the elderly population has continued to grow at a rapid rate, and is currently estimated to have 4,297 elderly persons. The elderly population represents 7.4 percent of Cerritos' total population. The significant growth of the elderly population over the last twenty years suggests the demand for senior housing is at an all time high.

TABLE 19
POPULATION TRENDS – 65 YEARS AND OVER – CITY OF CERRITOS

Year	Total Population	Numeric Change	Percent Change	Annual Percent Change
1980	1,421			
1990	2,982	1,561	109.9%	11.0%
2000	4,297	1,315	44.1%	4.4%
2005	4,743	446	10.4%	2.1%

Source: 1980-1990 Census, Anysite/Datum Populus.com

In 1990, 8.3 percent of the total households in Cerritos were senior households. Furthermore, 9.0 percent of the City's homeowner population is comprised of elderly persons. Of the total number of senior households, 78.5 percent of them were households headed by persons between the age of 65 and 74 and the other 21.5 percent of senior households were headed by persons over 75 years of age.

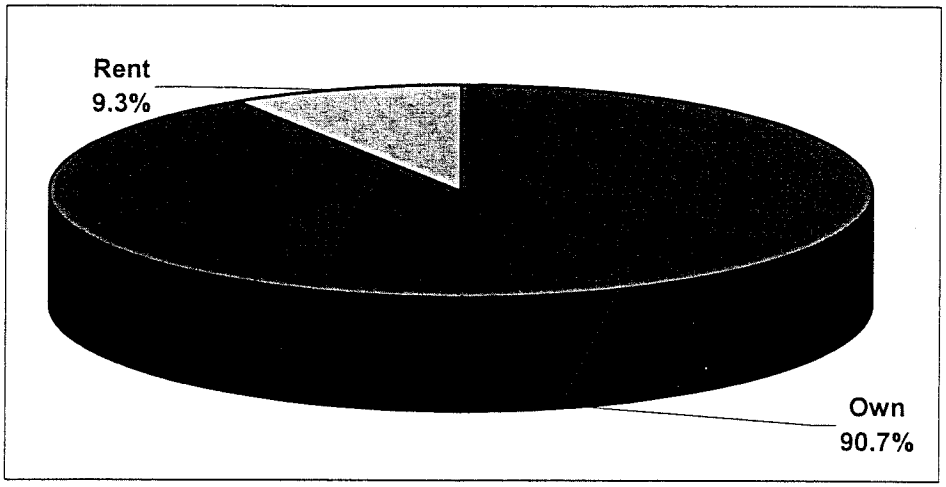
TABLE 20
AGE OF HOUSEHOLDER BY TENURE – 1990

Age of Householder	Owner Occupied	Renter Occupied	Total Households	Percent Distribution
15 to 24	78	83	161	1.1%
25 to 34	1,103	731	1,834	12.2%
35 to 44	3,637	800	4,437	29.5%
45 to 54	4,481	614	5,095	33.9%
55 to 64	2,107	145	2,252	15.0%
65 to 74	926	53	979	6.5%
75 years +	205	63	268	1.8%
Total	12,537	2,489	15,026	100.0%

Source: 1990 Census

Nearly all senior households (90.7 percent) were homeowners in 1990, which is much higher than the County, State or Nation. The lack of senior renter households can be attributed to the lack of senior housing options in the City in 1990.

CHART 8
SENIOR HOUSEHOLDS BY TENURE – 1990



In 1990, 77.7 percent of seniors in the City of Cerritos did not have mobility or self-care limitations. This portion of the senior population is the most appropriate for independent living housing. Also, 14.5 percent of seniors in Cerritos had either self-care or mobility and self-care limitations. These seniors may require some sort of housing units that offer congregate, assisted living or residential care.

TABLE 21
SENIORS BY LIMITATION TYPE – 1990

Senior Limitation Type	Percent
Mobility Limitation Only	7.8%
Self-Care Limitation Only	4.8%
Mobility and Self-Care Limitation	9.7%
No Mobility or Self-Care Limitation	77.7%

Source: 1990 Census

The majority of the elderly population (91.0 percent) lives in family households, which is very similar to the proportion of senior homeowner households. A family household is defined as a householder living with one or more persons related by birth, marriage or adoption. Almost ten percent of senior persons in Cerritos live in non-family households, which are defined as persons living alone or with non-relatives only. In 1990 there were no seniors living in group quarters, which are seniors that are institutionalized in skilled nursing facilities.

TABLE 22
SENIOR HOUSEHOLDS STATUS – 1990

Household Status	Number	Percent
In Family Households	2,704	91.0%
In Non-Family Households	269	9.0%
In Group Quarters	0	0.0%
TOTAL	2,973	100.0%

Source: 1990 Census

Over the last ten years the proportion of senior households with lower incomes (less than $24,999) has dropped from 30.0 percent to 7.5 percent. Consequently, the senior households in the upper income categories ($50,000 plus) has increased rapidly from 31.4 percent to 80.8 percent, which has allowed for little constraint on housing options for this segment of the senior population.

TABLE 23
SENIOR HOUSEHOLDS BY INCOME

Income Range	1990		2000		Change	
	Number	Percent	Number	Percent	Number	Percent
Less than $9,999	135	10.8%	54	3.8%	-81	-60.0%
$10,000-$24,999	239	19.2%	53	3.7%	-186	-77.8%
$25,000-$49,999	483	38.7%	168	11.8%	-315	-65.2%
$50,000-$74,999	246	19.7%	247	17.3%	1	0.4%
$75,000 +	146	11.7%	906	63.5%	760	520.5%
TOTAL	1,247	100.0%	1,426	100.0%	179	14.4%

Source: 1990 Census; AnySite/Datum Populus.com

The Los Angeles – Long Beach MSA 2000 AMI for seniors is $41,700 (adjusted for a 2 person household). Based on the 2000 HUD AMI and senior household income tables 80.7 percent of the Cerritos senior households are classified as having Above Moderate Incomes. Only 11.4 percent of senior households are classified as having Very Low or Low Incomes. The high number of Above Moderate Incomes indicates that a much larger proportion of the Cerritos senior population have higher incomes when compared to the rest of the Los Angeles – Long Beach PMSA.

TABLE 24
SENIOR HOUSEHOLDS BY INCOME GROUP – 2000

Classification	Income Range	Percent
Very Low	$20,850 or less	6.5%
Low	$20,851-$33,350	4.9%
Moderate	$33,351-$50,000	7.9%
Above Moderate	More than $50,000	80.7%
HUD AMI	$41,700	

Source: 2000 HUD Income Guidelines for the Los Angeles-Long Beach PMSA for two person household

An important statistic to measure the affordability of housing in the City of Cerritos is "overpayment". Overpayment is defined as monthly shelter costs in excess of 30 percent of a household's gross income. In 1990, 56.3 percent of senior renters were overpaying for housing in Cerritos and 22.8 percent of senior owners were in overpayment situations. Comparatively, in Los Angeles County the percentage of senior renters overpaying for housing is much lower at 27.1 percent. The number of senior owners overpaying for housing in the County is 17.0 percent, which is relatively similar to Cerritos.

The fact that more than half of the senior renters are overpaying for housing, indicates the senior renter population would benefit from low income senior housing.

TABLE 25
SENIOR HOUSEHOLDS BY SHELTER PAYMENT – 1990

Percent of Income to Shelter	Senior Renters		Senior Owners	
	Number	Percent	Number	Percent
Less than 20%	19	19.8%	675	62.4%
20 to 24%	6	6.3%	76	7.0%
25 to 29%	17	17.7%	85	7.9%
30 – 34%	7	7.3%	46	4.3%
Greater than 35%	47	49.0%	200	18.5%
TOTAL	96	100.0%	1,082	100.0%

Source: 1990 Census

Currently, there is one senior housing community in the City of Cerritos, called Emerald Villas. This community opened in 2000 and consists of 48 very low, 48 low and 30 moderate units which are all owner occupied. In order to provide residents with affordable housing, the City allocated five million dollars of the Redevelopment Agency's 20% set-aside funds for the construction of the project.

Another senior housing community is under construction, called Pioneer Villas. This community is anticipated to open in the spring of 2001. This project will contain 98 one and two bedroom condominiums, with 37 percent of the unit's set-aside for seniors who fall within the Very Low Income category and 46 percent of the unit's set-aside for seniors in the Low Income category. In addition, the City will be constructing a senior congregate complex in conjunction with the Cerritos College that will contain 155 units, called the Chancellor Village. Of the 155 units, it is planned to set-aside 46 units for seniors in the Very Low Income category and 37 units for seniors in the Low Income category. Pioneer Villas will be subsidized with approximately 5 million dollars while Chancellor Village will be subsidized by an additional 8 million dollars from the Redevelopment Agency's 20% set-aside funds.

These projects work toward satisfying the growing need for senior affordable and market rate housing that has developed due to an ageing population.

DISABLED PERSONS

The Federal Rehabilitation Act of 1973 defines a disabled person as "any individual who has a physical or mental impairment which substantially limits one or more major life activities, has record of such an impairment, or is regarded as having such an impairment." There are three types of disabled persons who are considered to have special housing needs; (1) Physically; (2) Mentally; and, (3) Developmentally Disabled. Each type is unique and has different various housing needs in terms of access to housing, employment, social and medical services.

For this section, disabled persons will be defined as persons with mobility or self-care limitations. According to the 1990 Census, 4.5 percent of persons between the ages of 16 and 64 years had a mobility or self care limitation, while 22.3 percent of the senior population (65 years and over) had a mobility or self care limitation. Comparatively in Los Angeles County, 6.1 percent of persons between the ages of 16 and 64 years had a mobility or self care limitation and 21.2 percent of the senior population (65 years and over) had a mobility or self care limitation in 1990. In total, persons 16 and older with mobility or self care limitations represented 4.4 percent of the City of Cerritos total population.

TABLE 26
DISABLED PERSONS BY AGE AND MOBILITY
OR SELF CARE LIMITATION-CITY OF CERRITOS (1990)

Mobility or Self Care Limitation Status	16-64 Years		65 Years and Over	
	Number	Percent	Number	Percent
With a Mobility or Self Care Limitation	1,689	4.5%	664	22.3%
No Mobility or Self Care Limitation	35,850	95.5%	2,309	77.7%
TOTAL	37,539	100.0%	2,973	100.0%

Source: 1990 Census

According to the 1990 Census, 43.4 percent of the disabled persons in Cerritos have a work disability and could possibly need some form of housing assistance. Though, as the disabled persons age increases it is more likely that they will have a work disability. Nearly half of the disabled population with a work disability is over 65 years of age, whose housing needs can be addressed with disabled accessible senior housing.

TABLE 27
DISABLED PERSONS BY AGE AND
WORK DISABILITY STATUS-CITY OF CERRITOS (1990)

Work Disability Status	16-64 Years		65 Years and Over	
	Number	Percent	Number	Percent
-With a Work Disability	526	32.8%	491	66.1%
-No Work Disability	1,075	67.2%	252	33.9%
TOTAL	1,601	100.0%	743	100.0%

Source: 1990 Census

The 1994-1995 National Survey of Income and Program Participation (SIPP) found 52.4 percent of disabled persons between the age of 21 and 64 were employed. Based on this proportion, an estimated 250 of the 526 disabled persons between the age of 21 and 64 may need some form of housing assistance.

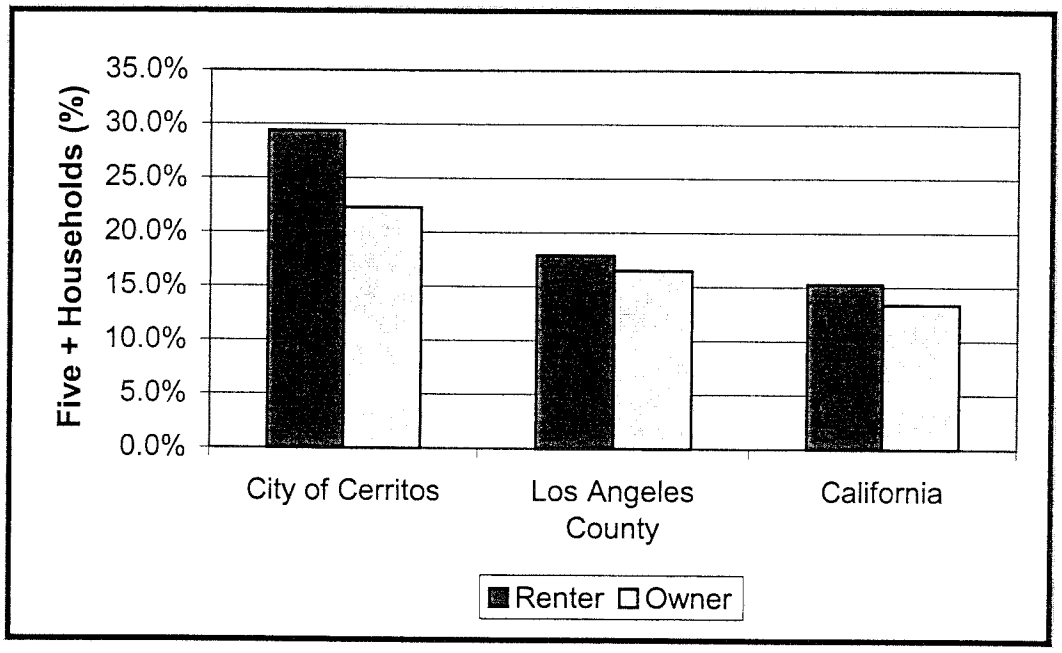
The City of Cerritos abides by all laws from the Americans with Disabilities Act (ADA). The City acknowledges the need for the disabled to have affordable housing, accessibility to housing and transportation services. At this time the City of Cerritos provides disabled persons public transportation in the form of both fixed route and demand response services. In addition, the City of Cerritos is currently investigating the feasibility of retrofitting an existing community park (Liberty Park) for disabled persons. According to the proposed design concept, the park may provide new equipment for both persons with or without disabilities. Cerritos will continue to explore and encourage ADA retrofitting and related activities.

LARGE FAMILIES

Large families are considered to be a special need group because in many housing markets there are not an adequate amount of large bedroom units to meet large families requirements. For the purpose of this section large families are defined as households with 5 or more people.

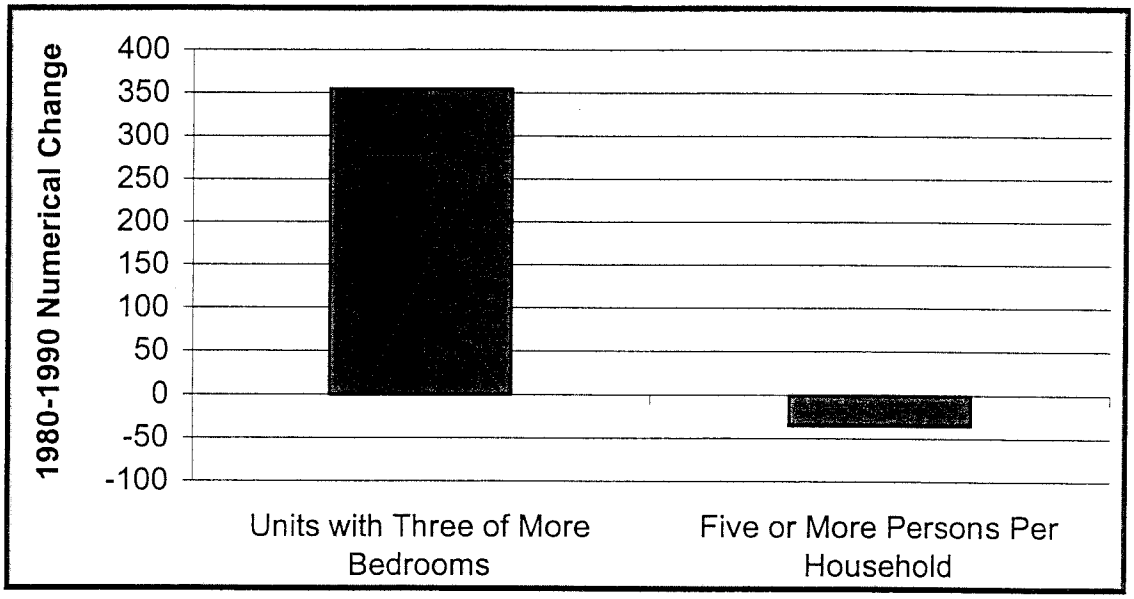
According to the 1990 Census, over 20 percent of renter and owner households in Cerritos were large families. Comparably, Los Angeles County and the State have smaller proportions of large family households. For example, in Los Angeles County 17.9 percent of their renter households had 5 or more persons, while Cerritos had 29.4 percent.

CHART 9
LARGE FAMILY COMPARISON – 1990



Since 1980, the proportion of large family households has been decreasing. For example, in 1980 23.7 percent of households in Cerritos were large family households, and currently it is estimated the City's proportion of large family households have dropped to 21.5 percent.

CHART 10
LARGE FAMILY COMPARISON



The Census defines overcrowding as "a housing unit that has more than one person per room". A room is defined as living rooms, dining rooms, kitchens and bedrooms.

Between 1980 and 1990, the number of overcrowded housing units increased by 39.7 percent in owner households and 262.7 percent in renter households. The majority of overcrowded housing units were owner occupied, however renter occupied housing units had a much higher proportion of overcrowding. For example, 8.3 percent of owner occupied housing units were overcrowded, while the percentage of overcrowding in renter occupied units was 18.4 percent.

TABLE 28
OVERCROWDING

City of Cerritos	1980		1990		Change	
	Number	Percent	Number	Percent	Number	Percent
Owner Households	745	5.8%	1,041	8.3%	296	39.7%
Renter Households	126	6.9%	457	18.4%	331	262.7%

Source: 1980, 1990 Census

In 1990, the majority of owner and renter households lived in two, three and four bedroom units. In owner occupied households 75.2 percent of the units had three or four

bedrooms and 60.5 percent of the renter households had the same bedroom types. This suggests the City of Cerritos has adequate housing stock to meet its large family needs.

TABLE 29
HOUSEHOLDS BY TENURE BY BEDROOM TYPE – 1990

Bedroom Type	Owner Households		Renter Households	
	Number	Percent	Number	Percent
0 BR*	15	0.1%	55	2.2%
1 BR	601	4.8%	426	17.1%
2 BR	1,513	12.1%	476	19.1%
3 BR	4,438	35.4%	900	36.2%
4 BR	4,994	39.8%	604	24.3%
5+ BR	976	7.8%	28	1.1%
TOTAL	12,537	100%	2,489	100%

Source: 1990 Census *Studios

Often many large households have lower incomes, which can result in the overcrowding of smaller housing units. In 1990 there were 2,801 owner occupied households with 5 or more persons and 731 were renter occupied households with 5 or more persons. Since there were 4,994 four or more bedroom owner occupied units, there is most likely sufficient housing for large owner occupied households. While it may appear there is enough housing stock for large renter households, they may not have enough income to rent large homes and there is a shortage of large bedroom apartment rentals in the City.

TABLE 30
HOUSEHOLDS BY TENURE BY SIZE – 1990

Household Size	Owner Households		Renter Households	
	Number	Percent	Number	Percent
1 Person	881	7.0%	232	9.3%
2 Person	2,769	22.1%	516	20.7%
3 Person	2,625	20.9%	412	16.6%
4 Person	3,461	27.6%	598	24.0%
5 Person	1,700	13.6%	398	16.0%
6 Person	686	5.5%	119	4.8%
7+ Person	415	3.3%	214	8.6%
TOTAL	12,537	100%	2,489	100%

Source: 1990 Census

SINGLE-PARENT HOUSEHOLDS

Single parent households have special housing needs due to the added burden of day care, the need for health care and affordable housing. These households are considered in need of assistance, due to lower incomes limiting access to housing in an area. This puts these households at a greater risk of housing overpayment and homelessness.

According to the 1990 Census, a single parent headed 13.7 percent of households in Cerritos, 76.5 percent of households were headed by married couples and 9.8 percent of households were classified as Non-Family Households. Also, out of the households in Cerritos, 4.0 percent were single female-headed households with children.

In 1990, 1.2 percent or 162 single-parent households were below the poverty level.

TABLE 31
HOUSEHOLD TYPE AND PRESENCE AND AGE OF CHILDREN-1990

Household Type	Number	Percentage
Married-Couple Family Households	**11,515**	**76.5%**
With Children	6,692	44.4%
With No Children	4,823	32.0%
Single Parent Family Households	**2,071**	**13.7%**
Male Householder With Children	236	1.5%
Male Householder With No Children	422	2.8%
Female Householder With Children	598	4.0%
Female Householder With No Children	815	5.4%
Non-Family Households	**1,474**	**9.8%**
TOTAL	15,060	100.0%

Source: 1990 Census

The City of Cerritos acknowledges the special needs single-parent households have and will continue exploring methods of meeting those needs.

FARMWORKERS

According to the 1997 Census of Agriculture, the amount of farms in Los Angeles County has decreased from 2,035 in 1987 to 1,226 farms in 1997. This trend is predicted to continue as more and more agricultural land is utilized for other uses. Furthermore, 65.0 percent of the farms were 1 to 9 acres, which require less farm workers than larger farms.

Currently, Cerritos has very little land zoned Agriculture (A). Due to the lack of significant farmland, the needs of farm workers in the City are considered to be minor and can be dealt with through current housing strategies.

HOMELESS

According to the 1990 Census, there were 7,541 homeless persons in emergency shelters in Los Angeles County. In 1997, the Los Angeles Homeless Services Authority conducted a homeless study throughout Los Angeles County that found 74,900 homeless persons in the County. The County was split into eight areas, with the City of Cerritos being located in Service Planning Area 7 (SPA7). Within SPA7 there are 22 cities and 5

unincorporated areas. The study found 9,737 homeless persons in this specific planning area, however it did not specify the amount of homeless persons in each city or unincorporated area.

The 1990 Census indicated there was no homeless persons found in the City of Cerritos. According to the Rio Hondo Emergency Homeless Shelter, which is located in the neighboring city of Norwalk, within the last two years, there was one family whom identified themselves as residents of the City of Cerritos and was currently homeless. Additionally, Su Casa Shelter, which serves persons of domestic violence, indicated that over the last year and three months years 153 clients were identified as residents of Cerritos. Of these, 33 clients were either homeless or on the verge of homelessness. (See Attachment 2 for contact list). Via conversations with City personnel and the Sheriffs Department it is their opinion that there is a negligible amount of homeless persons in the City, due to minimal complaints or notifications of homeless persons in the area. According to the Cerritos Sheriff's Department there has been less than five homeless persons identified in the City in the last year. The City does recognize the surrounding area's homeless need and therefore donates $50,000 annually to the Rio Hondo Emergency Homeless Shelter and $20,000 to the Su Casa Shelter for battered women.

In addition to the funding donated to the Rio Hondo and Su Casa shelters, the City of Cerritos allows for Community Care Facilities in all residential zones. These Care Facilities, serving six or fewer persons, provide non-medical transitional housing for battered spouses, the homeless and troubled youth, as well as, the physically and/or mentally disabled and abused or neglected children. Currently, there are 16 Community Care Facilities in the City with a total occupancy of 81 persons.

2.2 INVENTORY OF RESOURCES

This section analyzes Cerritos housing characteristics, housing conditions, housing costs, vacancy trends and available land in order to evaluate the present and future supply of housing in the City.

EXISTING HOUSING CHARACTERISTICS

Relatively, the proportion of housing units by type have remained stable between 1980 and 2000. The vast majority of housing units in the City are single family, which has remained over 93 percent of the housing stock over the last twenty years. The number of multi-family units increased by 14.3 percent between 1980 and 2000. The only category to increase proportionately and numerically has been the 2-4 units, which increased from 317 units in 1980 to 458 units in 2000.

TABLE 32
HOUSING UNITS BY TYPE

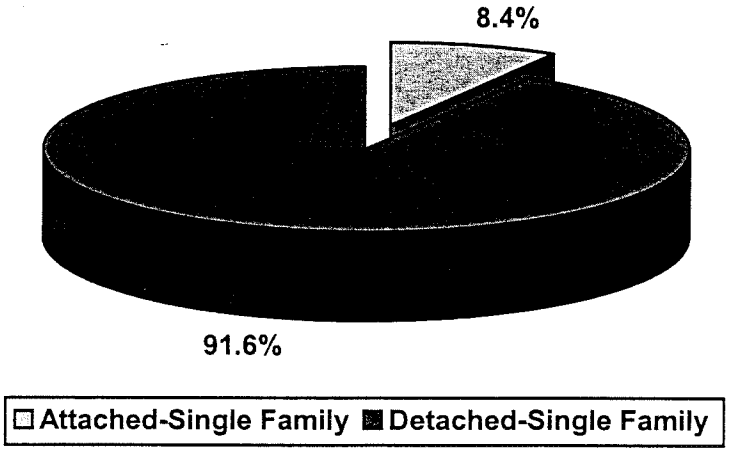
Housing Type	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Single Family	14,124	94.7%	14,366	93.5%	14,513	93.5%
2-4 Units	317	2.1%	458	3.0%	458	3.0%
5+ Units	470	3.2%	537	3.5%	537	3.5%
Mobile Homes	6	0.04%	4	0.03%	4	0.03%
TOTAL	14,917	100.0%	15,365	100.0%	15,512	100.0%

Source: US Census, DOF

According to the 1990 Census, the City has 1,289 condominiums, of which 27.3 percent were renter occupied and 72.7 percent were owner occupied. Condominiums are an important section of the housing stock, because these units are an affordable alternative to higher priced single family homes.

The Department of Finance (DOF) estimates that 8.4 percent of the single family homes in Cerritos are attached. Examples of attached single family homes are condominiums and town-homes.

CHART 11
DETACHED AND ATTACHED SINGLE FAMILY UNITS



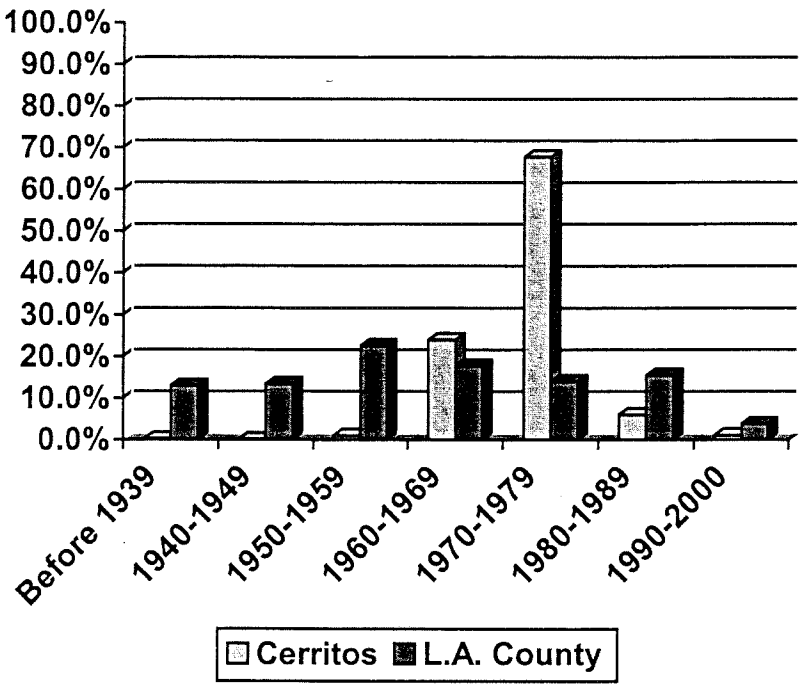
HOUSING CONDITIONS

According to the California Statewide Housing Plan Update, 14 percent of the Los Angeles-Long Beach MSA's housing stock was substandard in 1995. More specifically 18.5 percent of the rental stock and 8.0 percent of the owner stock was substandard. Currently, it is projected that the MSA's percentage of substandard housing has not changed significantly.

Cerritos did not see any significant growth of its housing stock until the 1960's when the number of housing units grew by over 2,000 percent. The City boomed in the 1970's which is when 67.7 percent of the current housing stock was built. Since the 1980's the volume of growth has decreased dramatically as the City approaches build out. The housing stock growth between 1990 and 2000 only represents 1.1 percent of the total housing units in the City. Comparably, Los Angeles housing stock growth has been relatively stable until 1990, where in the last decade the growth has decreased dramatically.

One of the main Census indicators for substandard housing is units by age. Units built before 1939 are considered likely to be substandard in some form, excluding diligent maintenance. In Cerritos only 0.2 percent of the housing stock was built before 1939 and only 1.1 percent of the stock was built between 1940 and 1959. This shows Cerritos housing stock is young, and only a small percentage of housing units are likely to be substandard due to age.

CHART 12
HOUSING UNITS BY YEAR BUILT



A Laurin Associates survey conducted in September 2000, indicated that all multi-family apartment complexes are in good condition. While the apartments are approximately thirty years old they are well maintained by their property managers.

The majority of renters and owners inhabit housing units that were built between 1970 and 1979. Merely 3.4 percent of renters and 0.8 percent of owners live in units built before 1959.

TABLE 33
HOUSING UNITS BY AGE BY TENURE - 1990

Year Built	Renter Occupied		Owner Occupied	
	Number	Percent	Number	Percent
1939 or Earlier	4	0.2%	21	0.2%
1940-1949	12	0.5%	10	0.1%
1950-1959	68	2.7%	59	0.5%
1960-1969	561	22.5%	3,131	25.0%
1970-1979	1,751	70.3%	8,542	68.2%
1980-1990	93	3.7%	763	6.1%
TOTAL	2,489	100.0%	12,526	100.0%

Source: 1990 Census

Given ownership stock and the small number of units built before 1950 the percentage of substandard housing units is likely to be small. However, as a large portion of the stock approaches 20 to 30 years, the need for maintenance such as re-roofing, new paint, patching and siding will become more prevalent.

VACANCY TRENDS

Vacancy rates can indicate the relationship between housing supply and demand. If vacancy rates are very low then there is usually a high demand for housing and vice versa. Furthermore, vacancy rates can indicate if there is too much or too little of different types of housing units.

The 1990 Census has four different categories for vacancy: (1) for rent; (2) for sale only; (3) for seasonal, recreational or occasional use; and, (4) all other vacant.

The "all other vacant" category is defined as everything that has not already been classified. For example, if an owner was keeping a unit vacant for personal reasons or a unit held for occupancy by a manager or caretaker, they would be characterized in the "all other vacant" category.

According to the 1990 Census the total vacancy rate was 2.4 percent in Cerritos. This is much lower than Los Angeles County (5.5 percent) and the State (7.7 percent). The largest type of vacant category in the City was 'for sale' with 40.5 percent of the total, followed by "for rent" and "all other vacant".

TABLE 34
VACANCY BY TYPE OF UNIT

Type	Number	Percent
For Rent	99	29.3%
For Sale Only	137	40.5%
For Seasonal, Recreational, or Occasional Use	6	1.8%
Other	96	28.4%
TOTAL	338	100.0%

Source: 1990 Census

According to the California State DOF Population Research Unit, the current vacancy rate for the City is 2.2 percent, which is slightly less than the 1990 Census estimation. This suggests the vacancy rates have not changed significantly over the last ten years.

An apartment survey in the City of Cerritos was conducted in September 2000, and all apartments were sampled. The overall vacancy rate was 0.4 percent, which suggests a very tight market.

HOUSING COSTS AND AFFORDABILITY

Affordability of housing directly affects housing availability. To allow all aspects of the population to have adequate housing, a variety of housing types should be made available. The following table describes the ideal monthly payment for households in the four major income groups. The majority of people in Cerritos can afford a monthly payment of $1,563 or more.

TABLE 35
INCOME GROUPS BY AFFORDABILITY (2000)

2000 HUD Median Income: $52,100

Income Category	Income Range	Percent	Ideal Monthly Payment
Very Low	Less than $26,050	10.7%	Less than $651
Low	$26,051-$41,680	9.4%	$651 to $1,042
Moderate	$41,681-$62,520	14.4%	$1,403 to $1,563
Above Moderate	Greater than $62,520	65.5%	Greater than $1,563

Source: Estimated number of households by income applied to HUD AMI

SINGLE-FAMILY SALES

In the Los Angeles region prices of single-family homes tripled between 1970 and 1979 and continued to increase through the 1980's. In the early 1990's the market slumped, but has more recently recovered and home prices are rising again. The strong real estate market can be contributed to a growing, healthy labor market, relatively low mortgage rates and a stable and in some cases shrinking home sales inventory.

This year the average single-family home sales price in Cerritos is $276,286, which is an increase of $14,377 or 5.5 percent from 1999. The monthly payment for a single-family home price of $276,286 is approximately $1,641 - $1,975.

All of the eight bordering cities indicate that single-family sales prices have increased from 1999 to 2000. La Palma saw the highest rate increase of 10.6 percent, while the City of Santa Fe Springs had the lowest rate increase of 2.3 percent. Cerritos has the second highest average single-family home sales prices, following only La Palma, which has an average single-family home sales price of $294,000.

TABLE 36
AVERAGE SINGLE-FAMILY SALES PRICES

City	1999	2000*
Cerritos	**$261,909**	**$276,286**
Artesia	$162,108	$166,214
Bellflower	$166,605	$179,214
Buena Park	$178,705	$196,214
Lakewood	$183,185	$190,965
La Mirada	$194,636	$212,571
La Palma	$265,718	$294,000
Norwalk	$149,040	$156,621
Santa Fe Springs	$161,345	$165,071

Source: Data Quick
*Up to August 2000

CONDOMINIUM SALES

According to Dataquick, the average price of condominiums in the City of Cerritos fell from $189,870 to $124,760 or 34.3 percent. The decrease of the average price of condominiums in the City can be attributed to the strong number of sales at the price restricted senior condominiums (Emerald Villas) in 2000. As a result, the decrease in the average sales price is not a true indicator of fluctuations in the market. Comparatively, only Artesia saw their average price of condominiums fall from 1999, while all the other bordering cities saw increases (except for La Mirada, which has had no condominium sales this year).

Currently, the prices of condominiums in Cerritos are moderately affordable, ranking the lowest in the area. Condominiums have a niche in the housing between renting and owning single family homes. With sales prices between $120,000 and $180,000, Moderate and Low-income groups can afford to own a condominium in Cerritos.

TABLE 37
AVERAGE CONDOMINIUM SALES PRICES

City	1999	2000*
Cerritos	**$189,870**	**$124,760**
Artesia	$182,930	$173,727
Bellflower	$156,733	$180,594
Buena Park	$136,500	$193,136
Lakewood	$126,270	$142,765
La Palma	$154,056	$170,667
Norwalk	$125,863	$132,109
Santa Fe Springs	$142,879	$219,000

Source: Data Quick *Up to August 2000

RENTAL UNITS

According to the 1990 Census, Cerritos had a higher median rent than any of its bordering cities. The second highest median rent was in La Palma, followed closely by Lakewood. A reason for Cerritos' higher median rent in 1990 can be partly attributed to the City's higher proportion of home rentals to apartment rentals.

TABLE 38
MEDIAN RENTS

City	Median Rent
Cerritos	**$1,001**
Artesia	$700
Bellflower	$630
Buena Park	$727
Lakewood	$802
La Mirada	$791
La Palma	$810
Norwalk	$706
Santa Fe Springs	$629

Source: 1990 Census

According to a citywide apartment survey, rental rates for apartments range from $795 for a studio to $1,520 for a luxury two-bedroom/two bathroom apartment. The majority of the bedroom sizes are one and two bedrooms, and there are a small number of studios and three bedrooms. No four bedroom apartments were found in the survey. According to property managers the rents have increased from 8 to 10 percent in the last year.

TABLE 39
AVERAGE RENTS - 2000

Bedroom Size	Number of Units	Average Rent	Rent Range
Studios	16	$795	$795
1BR	217	$973	$775 – $1,015
2BR	200	$1,215	$950 - $1,520
3BR	20	$1,138	$1,065 - $1,200

Source: Laurin Associates Survey, September 2000

AFFORDABILITY

Affordability can be defined as a household spending 30 percent or less of household income for shelter. Shelter is defined as gross rent or gross monthly owner costs. Gross rent is the contract rent and utilities, and the gross monthly owner costs may include the mortgage payment, taxes, insurance, utilities and condominium fees.

According to the 1990 Census, all renters earning less than $19,999 annually (241 persons) were overpaying for rent. Overall one third of all renters were in overpayment situations, while slightly less than one-fifth of all owners were cost burdened in Cerritos.

TABLE 40
HOUSEHOLDS BY INCOME BY OVERPAYMENT – 1990

Income Range	Renter Overpayment	Owner Overpayment
Less than $19,999	100.0%	74.8%
$20,000 - $34,999	68.1%	53.9%
$35,000 - $49,999	32.5%	44.5%
Greater than $50,000	0.0%	13.3%
TOTAL	33.0%	26.2%

Source: 1990 Census

The County and State renter overpayment proportions are slightly higher than Cerritos, while the County and State have a lower percentage of owners paying more than 35.0 percent of their annual income.

TABLE 41
REGIONAL COMPARISON OF HOUSEHOLDS
BY INCOME BY OVERPAYMENT

Income Range	Los Angeles County		California	
	Renter Overpayment	Owner Overpayment	Renter Overpayment	Owner Overpayment
< $19,999	80.7%	45.0%	77.7%	43.5%
$20,000-$34,999	31.9%	35.5%	26.5%	31.7%
$35,000-$49,999	6.8%	41.7%	6.8%	23.0%
> $50,000	0.02%	11.8%	0.2%	10.7%
TOTAL	39.4%	24.7%	38.0%	21.3%

Source: 1990 Census

NEIGHBORHOODS AND COMMUNITY RESOURCES

Identifying and preserving existing neighborhood and community resources is important to long-term planning, when considering that Cerritos is almost built-out and that over a quarter of the housing stock was built before 1970. The City has developed two neighborhood improvement plans and made available resources for individual households, including:

- **Los Cerritos Redevelopment Plan:** A long-term redevelopment vision for the western portion of Cerritos from the San Gabriel River to the City border with Artesia, that resulted from focused public input and background data. The Redevelopment Plan includes 940 acres of land in the City. The Plan's main goals are the removal of substandard housing and conditions in the area, the

development of various land types in a coordinated manner, the development of pubic services and facilities that can best service the area, and developing a more effective circulation corridor.

- **Los Coyotes Redevelopment Plan:** A redevelopment plan that targets sections of north and central Cerritos. Some of the goals of this Plan are to eliminate negative conditions through public improvements, encouraging redevelopment, strengthening the community, and developing a more effective circulation corridor. The redevelopment area consists of 1,615 acres.

- **City Wide Pride Beatification Program:** A plan to promote pride in the appearance of Cerritos. The City recognizes and awards individual property owners who have maintained their homes or businesses in an exceptional manner.

- **The Residential Assistance Program:** A program that offers senior and disabled residents $300 grants for improving their property.

AT-RISK HOUSING

California Housing Element Law requires all jurisdictions to include a study of all low-income housing units which may at some future time be lost to the affordable inventory by the expiration of some type of affordability restrictions. The law requires that the analysis and study cover a ten-year period, and be divided into two periods, coinciding with updates of the Housing Element. There are three general cases that can result in the conversion of public assisted units:

- **Prepayment of HUD mortgages: Section 221(d)(3), Section 202 and Section 236** – Section 221(d)(3) is a privately owned project where the US Department of Housing and Urban Development (HUD) provides either below market interest rate loans or market rate loans with a subsidy to the tenants. With Section 236 assistance, HUD provides financing to the owner to reduce the costs for tenants by paying most of the interest on a market rate mortgage. Additional rental subsidy may be provided to the tenant. Section 202 assistance provides a direct loan to non-profit organizations for project development and rent subsidy for low-income elderly tenants. Section 202 provides assistance for the development of units for physically handicapped, developmentally disabled and chronically mentally ill residents.

- **Opt-outs and expirations of project based Section 8 contracts** – Section 8 is a federally funded program that provides for subsidies to the owner of a pre-qualified project for the difference between the tenant's ability to pay and the contract rent. Opt-outs occur when the owner of the project decides to opt-out of the contract with HUD by pre-paying the remainder of the mortgage. Usually, the likelihood of opt-outs increase as the market rents exceed the contract rents.

- **Other** – Expiration of the low-income use period of various financing sources, such as Low-Income Housing Tax Credit (LIHTC), bond financing, density bonuses, California Housing Finance Agency (CHFA), Community Development Block Grant (CDBG) and HOME funds and redevelopment funds. Generally, bond financing properties expire according to a qualified project period or when the bonds mature. Density bonus units expire in either 10 or 30 years, depending on the level of incentives.

INVENTORY OF AFFORDABLE HOUSING UNITS

All assisted complexes in the City of Cerritos, were or are being built with the Redevelopment Agency's 20 percent set-aside funds. A total of 126 assisted housing units exist in the City, and there are upwards of 198 assisted units planned for opening in the next year.

The only type of possible "at-risk" conversion in the City is a restriction expiration of the low-income use period. None of the three properties were found to have their assistance potentially expire within the next ten years and therefore there are no units in the City that are "at-risk". The Officer/Fireman/Teacher Next Door Homeowners Assistance Program is currently being developed.

TABLE 42
INVENTORY OF PUBLIC ASSISTED COMPLEXES

	Emerald Villas	Pioneer Villas	Chancellor Village	Officer/Fireman/Teacher Next Door Homeowners Assistance Program
Address	Carmenita Road	Pioneer Blvd. & Eberle St.	Studebaker Rd. & 166th St.	Various
Year Opened	January, 2000	Spring 2001	2002	N/A
Target Group	Seniors	Seniors	Seniors	Officers/Firemen/Teachers/City Employees
Target Level	Very Low-Moderate	Very Low-Market Rate	Very Low-Market Rate	Moderate
Subsidized Units	126 units	93 of 98 units	105 of 155 units	N/A
Type of Assistance	RA Housing Set-aside	RA Housing Set-aside	RA Housing Set-aside	RA Housing Set-aside
Expiration Date	04/09/2028	5/27/2029	4/13/2030	N/A
Type of Conversion Risk	Restriction Expiration	Restriction Expiration	Restriction Expiration	Restriction Expiration

PRESERVATION RESOURCES

Efforts by the City to retain low-income housing must be able to draw upon two basic types of preservation resources: (1) organizational; and, (2) financial. Qualified, non-profit entities need to be made aware of the future possibilities of units becoming "at-risk". Groups with whom the City has an on-going association are logical entities for future participation. A list of potential organizational preservation resources is provided in the appendix.

STRATEGIES TO RETAIN AFFORDABLE UNITS

The following is a list of financial resources that the City could potentially utilize as part of their overall financial plan to deal with retaining affordable units in the future. The following programs are local, state and federal programs.

- **HOME Program** – The HOME Program was created under Title II of the Cranston-Gonzales National Affordable Housing Act enacted on November 28, 1990. HOME funds are made available on an annual competitive basis through the State Department of Housing and Community Development (HCD) small cities program. Approximately $500,000 is available to develop and support affordable rental housing and home ownership affordability. Activities include acquisition, rehabilitation, construction and rental assistance.

- **Los Angeles County Housing Authority (LACHA)** – The LACHA administers two programs; (1) Public Housing Program; and, (2) Section 8 Certificate and Voucher Program. The Public Housing Program manages over 60 public housing locations throughout the County. The Section 8 Certificate Program is a tenant-based rental subsidy administered by LACHA. Qualified families are selected and certified from a waiting list. The qualified family can utilize the Certificate for any "decent, safe and sanitary housing". The tenant's portion of the rent is based on 30 percent of the adjusted family gross income. LACHA subsidizes the difference between the tenant's portion and the rent. Basically the Section 8 Voucher Program is the same as the Certificate Program, except the tenant's housing choice is not restricted by the Fair Market Rents. As of September 2000, LACHA estimates there are 37 families in Cerritos using Section 8 vouchers.

- **Community Development Block Grant (CDBG) Funds** – The City Cerritos has on several occasions attempted to utilize CDBG funds to develop programs for Cerritos residents such as a School for the Performing Arts at Gahr High School offering eligible students from throughout Los Angeles County an opportunity to enroll in the program. However, the County of Los Angeles determined that the students in the Cerritos area did not meet the necessary income requirements and the program was not approved. Therefore, the City of Cerritos exchanged said funds with other municipalities for general funds at 60 cents on the dollar.

- **Community Reinvestment Act (CRA)** – Federal law requires that Banks, Savings and Loans, Thrifts, and their affiliated mortgaging subsidiaries, annually evaluate the credit needs for public projects in communities where they operate. Part of the City's efforts in developing preservation programs will be to meet with local lenders to discuss future housing needs and applicability of the Community Reinvestment Act.

- **Low-Income Housing Tax Credit Program (LIHTC)** – The LIHTC Program provides for federal and state tax credits for private developers and investors who agree to set aside all or an established percentage of their rental units for low-income projects, contributing to the preservation program. The program begins when developers and investors apply for an allocation of tax credits from the California Tax Credit Allocation Committee (CTCAC). Tax credits are awarded on a competitive basis at varying times. Compliance is monitored according to Internal Revenue Service (IRS) rules and regulations.

- **The Affordable Housing Program (AHP) and the Community Investment Program** – These programs are facilitated by the Federal Home Loan System for the purposes of expanding the affordable housing supply. Local service is provided by the San Francisco Federal Home Loan Bank District. Subsidies are awarded on a competitive basis usually in the form of low-interest loans and must be used to finance the purchase, construction, and/or rehabilitation of rental housing. The developer of the City's first affordable senior housing project (Emerald Villas) submitted an application in conjunction with the City of Cerritos to the San Francisco Federal Home Loan Bank and was awarded funds on two separate occasions.

- **Urban Predevelopment Loan Program** – This program is conducted through HCD and provides the funds to pay the initial costs of preserving existing affordable housing developments for their existing tenants. Priority is given to application with matching financing from local redevelopment agencies or federal programs.

- **Multi-family Housing Program** – The HCD Multifamily Housing Program is designed to allocate funds to provided additional funding exclusively for the acquisition, development and construction or rehabilitation of assisted rental housing developments. Applicant selection and fund distribution is based on a point system, where priority is given to projects currently subject to regulatory restrictions and may be terminated. To be eligible for the program other development funding sources have to be insufficient to cover project expenses exclusive of developer fees.

- **CALHOME Program** – This HCD program awards grants to local public agencies and nonprofit developers to assist households through deferred and forgivable payment loans. The purpose is to enable low and very-low households to become or remain homeowners.

- **California Self-Help Housing Program (CSHHP)** – HCD program provides grants and loans to local government agencies and non-profits that assist families to build or rehabilitate their homes with their own labor.

- **Downtown Rebound Planning Grants Program and Downtown Rebound Programs** – HCD programs finance through development loans, and planning grants, the revitalization of urban downtown areas through the conversion of commercial and industrial space into housing developments.

- **Redevelopment Agency Tax Increment Funds** – As required by State law, the Cerritos Redevelopment Agency sets aside 20 percent of the gross tax increment revenues received from the Redevelopment Areas into a low to moderate income housing fund for affordable housing activities. The annual estimates for the next five years are as follows:

  1999 – 2000: $3,740,000
  2001 – 2002: $3,814,800
  2002 – 2003: $3,891,096
  2003 – 2004: $3,968,918
  2004 – 2005: $4,048,296

  Program allocation estimates include:

  Density Bonus Program - $30,000
  Senior Housing Proposal - $1,114,539
  Simplified Residential Development Review Process - $5,000
  Reduced Development Fees Program - $25,000
  Land Use Element Review Program - $305,000
  Redevelopment Set-Aside Fund Transfer Program - 1 to 3 million
  Reverse Annuity Mortgage Program - $125,000
  Homeless Shelter Program - $62,000
  Deferred Payment Loans - $200,000
  Rebate Program - $80,000
  Cerritos Code Enforcement - $300,000
  One-For-One Replacement Housing Program - $5,000
  Sub-Standard Property Abatement Program - $10,000
  First-Time Home Buyers Assistance Program - $150,000

SUITABLE LANDS

Currently, the City of Cerritos is almost completely built-out. According to the City's Vacant and Under-utilized Land Survey there are only approximately 17 vacant acres in Cerritos appropriately zoned for residential uses. The available vacant land could provide 387 additional housing units in the City. The majority of the vacant land is located on three parcels zoned ADP-10, ADP-11 and OS. To maximize these parcels' housing unit potential, the City has designated the land for multi-family development. An affordable senior housing project was built on the ADP-10 parcel in 2000. The project consists of 126 units, the maximum number allowed under the ADP-10 zoning regulations. Currently, another affordable 98 unit senior housing project is being constructed on the ADP-11 parcel. The developer of the referenced OS parcel was awarded City Council approval to construct an affordable for-rent congregate care living facility totaling 155 units on the land.

As a result of the limited supply of vacant land in Cerritos, the City has identified under-utilized land that has the potential for redevelopment. Under-utilized land is defined as land not being used to its maximum potential. For instance, one unit on a 25,000 square-foot lot that is zoned for one unit per 6,500 square feet is an example of under-utilized land. The City has found 4.8 acres of under-utilized land that has potential for residential redevelopment. This land could potentially provide 32 additional housing units for Moderate and Above Moderate Income households.

The following table shows the total vacant and under-utilized land suitable for residential development. Due to the City being almost built-out, public services and facilities are available to all residential sites. See appendix for list of sites.

TABLE 43
VACANT AND UNDER-UTILIZED LAND BY ZONING

Zoning Designation	Maximum Density	Acreage	Maximum Number of Units
VACANT LAND			
ADP-4	6.7 Units/Acre	1.1 acres	7
ADP-10	21.2 Units/Acre	5.9 acres	126
ADP-11	25 Units/Acre	4.3 acres	107
OS	CUP*	5.5 acres	147
UNDER-UTILIZED LAND			
ADP-4	6.7 Units/Acre	4.8 acres	32
TOTAL UNITS: 419			

Source: City of Cerritos Vacant and Underdeveloped Land Survey, 1998
*CUP-147 unit senior housing project

To meet RHNA's fair housing allocations the City has allowed for planned and actual construction of housing projects since the RHNA allocations were released. The Emerald

Villas (ADP-10) was opened in January, 2000 and provides 48 units for seniors in the Very Low category, 48 units in the Low Income category and 30 units in the Moderate Income category. Pioneer Villas (ADP-11) is scheduled to open in January 2001 and will provide 36 units for seniors in the Very Low Income category, 45 units in the Low Income category, 12 units in the Moderate Income category and 5 units in the Above Moderate Income category. Chancellor Village (OS) is a planned senior housing project that will provide 46 units for seniors in the Very Low Income category, 37 units in the Low Income category, 22 units in the Moderate Income category and 50 units in the Above Moderate Income category. The three planned or recently constructed affordable housing projects will provide more Very Low and Low Income units than the RHNA allocations required. For example, RHNA's construction need (by 2005) for Very Low Income units in the City is 54 units. The three affordable housing projects will provide 130 Very Low Income units that are more than double the amount RHNA requested. In addition to the planned units, the City is considering the development of an Officer/Fireman/Teacher/City Employees Next Door Program to construct additional housing units for persons in the Moderate Income categories on vacant and under-utilized land.

TABLE 44
PLANNED USE OF VACANT AND UNDER-UTILIZED LAND TO MEET RHNA NEEDS

Income Category	RHNA Construction Need	Zoning Type to Meet Need	Planned Number of Units
Very Low	54	ADP-10	48
		ADP-11	36
		OS*	46
Low	41	ADP-10	48
		ADP-11	45
		OS*	37
Moderate	71	ADP-10	30
		ADP-11	12
		OS*	22
Above Moderate	174	ADP-11	5
		OS*	50

*In accordance with existing Municipal Code regulations, affordable housing projects may be permitted on land zoned OS only when said use is in association with a post secondary institution such as the Chancellor Village project located on the Cerritos Community College campus.

2.3 HOUSING CONSTRAINTS, EFFORTS AND OPPORTUNITIES

This section analyzes potential and existing governmental and non-governmental constraints on the private and public sectors effort to provide housing that meets the needs of all segments of the community.

GOVERNMENTAL CONSTRAINTS

FEDERAL, STATE AND LOCAL POLICY

Various governmental agency policies can constrain the development, improvement and maintenance of housing. For example federal policies, involved directly or indirectly with housing, can stimulate or weaken different aspects of the housing industry. State and local government must comply with federal law, such as the Clean Air and Water Pollutions Control Acts, or suffer sanctions that can impact all types of development.

Local government compliance with state statutes can also constrain the development of housing. Statutes such as the Government Code relating to rezoning and General Plan procedures can prolong the review process of development proposals by local governments, which in many cases create time constraints local governments cannot modify.

Furthermore development can be constrained by local governmental policies and procedures. Local governments determine the location, intensity and type of housing that can be developed within their respective jurisdictional boundaries. The City's General Plan, zoning regulations, project review procedures, and development fees determine the cost and availability of housing opportunities in Cerritos.

ZONING

Zoning designations are established in the General Plan and more specifically the Land Use Element. Based on existing zoning designations, 1,975.8 acres or 34.9 percent of land in the City is designated for residential land uses.

TABLE 45
RESIDENTIAL ZONING DESIGNATIONS

Zoning Designation	Density
ADP-3 Planned Unit (Residential)	Low-Medium Density
ADP-4 Planned Unit (Residential)	Low Density
ADP-6 Planned Unit (Residential)	Medium Density
ADP-7 Planned Unit (Residential)	Medium Density
ADP-8 Planned Unit (Residential)	Low-Medium Density
ADP-9 Planned Unit (Residential)	Low Density
ADP-10 Planned Unit (Residential)	Very Low-Moderate Income Housing
ADP-11 Planned Unit (Residential)	Very Low-Moderate Income Housing
RS-5000 (Single Family Residential)	Minimum Lot Size 5000 Sq. Ft.
RS-6500 (Single Family Residential)	Minimum Lot Size 6500 Sq. Ft.
RM (Multifamily Residential)	Maximum 20 Units Per Acre

Source: City of Cerritos

Development standards can impact housing cost in Cerritos. For example, no buildings can be higher than 35 feet and some areas have requirements regarding certain design treatments (landscaping, architectural details, etc.). While these standards improve the appearance of an area, they contribute to higher costs for the developer and consequently new homebuyers and renters.

The RS-5000 and the RS-6500 zoning areas promote low-density, single family development. Maximum height, parking requirements (minimum of two parking spaces with enclosed garage) and setbacks are similar all for residential zones. The front yard setback minimum is 20 feet, the rear yard setback minimum is 10 feet and the side yard set back is 5 feet.

The RM district permits single family and multifamily development. Single family units in this area have the same requirements as the RS-6500 district. Multifamily complexes require a front yard setback of 25 feet, a rear yard setback of 24-25 feet and a side yard setback of 24-25 feet. Multifamily development in this district can have a maximum of 20 units per acre barring approval from the City and must be located on at least 3-acres of land. Since there are very limited vacant parcels or under-utilized land that meets the 3-acre land requirement, the minimum 3-acre provision may be considered a possible constraint against the development of multifamily housing units in Cerritos. Therefore, the City should continue to explore and develop policies that would waive this requirement for affordable multifamily housing projects in the future. In order to accommodate the development of the Emerald Villas and Pioneer Villas Affordable

Senior Housing Projects, an Area Development Plan (ADP) was developed for each project in lieu of traditional RM zoning regulations.

TABLE 46
DEVELOPMENT STANDARDS BY ZONING DESIGNATION

Zoning Designation	Density	Minimum Setbacks	Maximum Height	Parking Requirements
RS-5000	1 unit per 5,000 Sq. Ft.	Front yard – 20 Ft. Rear yard – 10 Ft. Side yard – 5 Ft.	35 Feet	2 spaces (enclosed garage)
RS-6500	1 unit per 6,500 Sq. Ft.	Front yard – 20 Ft. Rear yard – 10 Ft. Side yard – 5 Ft.	35 Feet	2 spaces (enclosed garage)
RM	Maximum 20 units per acre	Front yard – 25 Ft. Rear yard – 24-25 Ft. Side yard – 24-25 Ft.	35 Feet	Min. 2 spaces per unit (1 covered or enclosed)

Source: City of Cerritos

In addition, Cerritos has eight residential planned areas, with various densities ranging from low to medium. ADP-10 and ADP-11 are set aside for senior housing, exclusively. The purpose of the area development plan districts is to promote appropriate land use and to encourage the highest possible quality of design and environment within each district.

Cerritos has a small amount of available vacant residential land, therefore future residential development will rely on the redevelopment of under-utilized land and the conversion of nonresidential sites to residential uses.

Meeting the requirements of the development standards can constrain housing developments, but are considered necessary to protect the best interests of the people of Cerritos and to maintain the unique quality of life in the City.

LOCAL ENTITLEMENT PROCESSING AND FEES

High fees related to project approval and time delays caused by the approval process are two ways local governments may constrain housing development. High fees and time delays cost developers money, which in most cases they pass on to prospective homebuyers or renters through higher home prices and higher rents.

The time it takes for a project to be approved by the Cerritos Community Development Department varies depending on the size and complexity of the project. For example, a new single family development that is on a piece of land zoned correctly and meets the requirements of that zoning district will go through the entitlement process much faster than a parcel that needs to be rezoned and that requires an environmental assessment. Typically, from the time a developer completes an application, the Planning Commission schedules it for review, including the initial design review, within 3 to 4 weeks for projects that usually do not require environmental assessments. If the project needs a

Negative Declaration or Mitigated Negative Declaration the process can take from 4 to 6 weeks. For projects that require an Environmental Impact Report the processing can take from 5 to 6 weeks or longer. If approved the design review process is brought to City Council for final review and approval 3 to 4 weeks after the Planning Commission meeting. The City encourages the simultaneous review of certain procedures to expedite the entitlement process for the developer.

The design review process involves preliminary review and comment period by City staff. The City's planning staff usually makes suggested corrections on the originally submitted architectural plans for consideration. Upon receipt of revised plans, which have been deemed by staff to be in compliance with applicable Municipal Code regulations, the item is heard before the Planning Commission. The Planning Commission acts as the governing body that posses the power and authority to recommend design modifications and subsequently either the approval or denial of a proposed project. Aside from the minor precise plan applications (room additions measuring less than 850 square feet) all items heard before the Planning Commission are also heard before the City Council. The Council also has the power to suggest design modifications and at times may decide to overturn the Planning Commission's decision.

Building permit and contract fees are the means in which a City defrays the cost of their Community Development Department and ensures the project has access to adequate public works needed to support the development. For example, a new 1,800 square foot single family home would require approximately $1,350 in contract fees and $1,820 in building fees. A new 6-unit multifamily complex (6,700 square feet) would require approximately $2,970 in contract fees and $3,750 in building fees. The building and contract fees can increase the cost of a project for the developer, which the majority of the additional cost is passed on to the prospective homebuyer or renter. The City of Cerritos has not increased its building permit fees since the 1980's and as a result currently possesses some of the lowest fees in the Southern California region.

TABLE 47
RESIDENTIAL FILING FEE SCHEDULE

Service	Fees
Amendment to the Development Code and Map/Amendment to the General Plan	
Not involving notification to property owners or residences	$50.00
Involving notification to property owners or residences	$300.00
Variance	$200.00
Conditional Use Permit	$200.00
Temporary Use Permit	$50.00
Precise Plan	
Single Family Residential Development	$50.00, plus $10.00 a lot to a maximum of $1,000.00
Multifamily Developments	Based on Acreage, maximum of $1,000.00
Tentative Map, Subdivision and Parcel Map	$50.00, plus $10.00 a lot to a maximum of $500.00
Environmental Impact Reports	$100.00
Reports involving a public hearing	$0.00
Projects which are categorically exempt	$7.00/hour staff time & cost to
Cost attributed by unique review	city of using outside personnel
Public Hearings	All costs related to

Source: City of Cerritos

There are two impact fees that developers are charged when constructing housing in Cerritos. One is the ABC School District fee, which is currently $1.93 per square foot for new housing construction. The school fee can be one of the largest fees the developer pays, however is necessary to cushion the impact of more children in the School District. The second impact fee is a sanitation fee, which is issued through the Los Angeles County Sanitation. There are four sanitation districts (District 2, 3, 18 and 19) in Cerritos and each has various fees. The sanitation fee for new single family home construction is $1,390 in District 2 and 18, $1,290 in District 3, and $1,340 in District 19. The sanitation fee for new multifamily construction is $834 per unit in District 2 and 18, $774 per unit in District 3, and $804 per unit in District 19.

CONSTRAINT REMOVAL EFFORTS

The City of Cerritos has made efforts to reduce the constraints caused by city government. While the City's local entitlement processes and fees account for a small percentage of housing development costs, these costs can be significant when any increase hinders developers from providing units that are affordable to the citizens of Cerritos. To offset these costs, the City sometimes will waive them outright. For example, a recently built senior housing community and two more planned senior

communities had or will have all City imposed fees waived in an attempt to keep unit prices and rents affordable.

Furthermore, the City encourages the simultaneous review of applications for a project in order to lessen time and cost constraints.

The City also promotes the most efficient use of land in the Planned Unit zoning designations that can reduce costs. For example, these zoning designations allow design flexibility through various housing types.

NON-GOVERNMENTAL CONSTRAINTS

Like the public sector, the private sector has a strong influence on the housing markets of cities. The public sector has influence on supply costs and the value of consumer preference. Non-governmental constraints consist of land availability, cost of land, cost of construction and the availability of financing.

LAND AVAILABILITY

One of the major constraints to new housing development in Cerritos is the lack of vacant land. Currently, there is only 808,235 sq. ft. of vacant land in the City, which represents 3.3 percent of the City's total land area. Only 21.4 percent of the vacant land is zoned for residential uses. With the City being landlocked with its neighboring cities, there is little chance of annexing land in the future.

Future residential development may need to rely on the redevelopment of under-utilized land and the conversion of nonresidential sites to residential uses.

COST OF LAND

A major constraint for housing development is the cost of land. The cost of land has direct effect on the cost of a new home or the rent for a new apartment complex.

According to Metroscan, between 1998 and 2000, three single-family vacant land parcels were sold for an average price of $334,333. In the last two years there has been no multifamily vacant land sales. The lack of land transactions illustrates that Cerritos is almost built-out. Over time available vacant residential land will become scarcer, which suggests the price of land will continue to increase as the demand for land continues to outpace the availability. Residential intensification and conversion will become more prominent in the City as the amount of vacant land decreases.

COST OF CONSTRUCTION

The costs of labor and materials are the main components of housing costs. Residential construction costs can vary greatly depending on the quality and size of the home being constructed and the materials being used.

In 2000, construction costs for a single family home are between $62.17 and $89.70 per square foot and between $59.07 and $75.90 per square foot for a wood frame apartment. The cost of constructing a single family home has increased by more than 25 percent over the last ten years. Construction costs account for between 35 to 45 percent of the total housing costs, which directly affect the price of housing and the ability of owners to rehabilitate substandard dwelling units.

TABLE 48
SINGLE-FAMILY CONSTRUCTION COSTS PER SQUARE-FOOT

Housing Type	1990	1994	1996	2000
Average-Wood Frame	$47.66	$51.04	$55.17	$62.17
Good Quality-Wood Frame	$67.49	$73.23	$75.76	$85.50
Average-Masonry	$55.46	$57.15	$62.04	$70.03
Good Quality-Masonry	$71.16	$73.32	$79.33	$89.70

Source: Building Standards

AVAILABILITY OF FINANCING

A major constraint that affects housing costs is financing. After decades of slight fluctuations in the prime rate, the 1980's saw a rise in interest rates that peaked at approximately 18.8 percent in 1982. As the decade closed and the economy weakened, the prevailing interest rate was around ten percent. The 1990's has seen interest rates drop dramatically, fluctuating between six and eight percent. Through 2000, the rates on a 30-year fixed rate mortgage have varied between seven and nine percent, roughly. The substantial drop in the cost of fixed rate mortgages and the widespread use of adjustable rate mortgages have dramatically decreased the effects of financing on the purchase of a home.

Interest rates affect the cost of housing and the monthly payments a homebuyer pays. A developer's cost of borrowing money is incorporated into the final sales price of a home or the price of rent for a unit. Also, interest rates greatly effect how much a homebuyer pays per month and the quality of the investment associated with owning a home. For example, a 30-year loan of $276,286 financed at six percent translates into a monthly payment of $1,641, while a similar loan at ten percent increases the payment to $2,333 per month.

TABLE 49
EFFECTS ON INTEREST RATES ON HOUSING AFFORDABILITY

Interest Rate	Selling Price	Net Monthly Payment*	Income Required
6.0%	$276,286	$1,641	$65,634
7.0%	$276,286	$1,805	$72,173
8.0%	$276,286	$1,975	$78,982
9.0%	$276,286	$2,151	$86,030
10.0%	$276,286	$2,333	$93,286
11.0%	$276,286	$2,518	$100,721

*Monthly Payment assumes 10% down, TI=$150 Payments

OPPORTUNITIES FOR ENERGY CONSERVATION

Conservation and development are the two approaches to creating energy conservation opportunities in residences.

CONSERVATION

Conservation can be accomplished by reducing the use of energy-consuming items, or by physically modifying existing structures and land uses.

The California Energy Commission first adopted energy conservation standards for new construction in 1978. These standards, contained in Title 24 of the California Administrative Code, contain specifications relating to insulation, glazing, heating and cooling systems, water heaters, swimming pool heaters, and several other items. Specific design provisions differ throughout the State depending upon local temperature conditions. Because of the warm climate, some of the insulation and heating standards are significantly less stringent in Cerritos.

The California Energy Commission revised the standards for new residential buildings in 1981. These "second generation" standards were then delayed until 1983 when AB 163 was passed which provided options for complying with the standards.

Although the energy regulations establish a uniform standard of energy efficiency, they do not insure that all available conservation features are incorporated into building design. Additional measures may further reduce heating, cooling, and lighting loads and overall energy consumption. While it is not suggested that all possible conservation features be included in every development, there are often a number of economically feasible measures that may result in savings in excess of the minimum required by Title 24.

Land use policies also affect the consumption of energy for transportation. The historic pattern of growth and development in Southern California (urban sprawl) has made necessary an intricate network of freeways and surface streets. As the region becomes more decentralized, residences and places of employment are scattered over large areas and mass public transit (trains, subways, etc.) become less feasible and the automobile becomes a necessity.

Although the regional pattern has already been established, opportunities still exist for energy sensitive land use and transportation decisions on a local level. Concentration of higher density housing and employment centers along major transportation corridors increases the convenience of public transit and may encourage reduced use of private automobiles with a corresponding reduction in vehicular fuel consumption. Integrated, or mixed-used developments provide the opportunity for people to live within walking distance of employment and/or shopping. By its nature, of course, this technique is more feasible and more effective when applied to large parcels of land, which are practically non-existent in Cerritos.

DEVELOPMENT

Solar energy is a viable alternate energy source for the City of Cerritos. There are two basic types of solar systems; (1) active; and, (2) passive. In passive solar systems, the structure itself is designed to collect the sun's energy, then store and circulate the resulting heat. Building location, properly placed windows, overhanging eaves and landscaping can all be designed to keep a house cool. Cerritos' residential zoning regulations promote passive solar systems to the greatest extent possible and states housing units should be oriented to maximize energy conservation.

Active solar systems typically collect and store energy in panels attached to the exterior of a house. This type of system utilizes mechanical fans or pumps to circulate the warm/cool air, while heated water can flow directly into a home's hot water system. Solar cells absorb the sun's rays that generate electricity and can substantially reduce one's electric bills. The City requires all new residential subdivisions to have at least fifty percent of the housing units equipped with solar water heating systems.

Since the majority of the housing stock in the City was built before 1980, most residences have not benefited from Title 24. However, as the housing stock continues to age there is the opportunity for energy conservation measures when homes remodel. For example, home renovations could include insulation, landscaping, maximizing orientation and lowering appliance consumption that will conserve energy.

SECTION 3.0
THE CITY OF CERRITOS HOUSING PROGRAM

The purpose of this section is to establish a framework for the housing program through an analysis of State, regional and County policies in concert with the City's housing needs, resources and constraints. Secondly, the section presents the housing program that works toward the preservation, improvement and development of housing for Cerritos. The housing program includes goals, policies and detailed actions.

3.1 STATE POLICIES

The 2000 Draft California Consolidated Plan provided a five-year housing strategy that outlined four objectives regarding the use of federal monies towards housing needs in the state. The four broad based objectives were:

- **Meet the housing needs of low income renter households, including provide homeownership opportunities for first-time homebuyers;**
- **Meet the housing needs of low income homeowner households;**
- **Meet the housing and supportive housing and accessibility need of the homeless and other special needs groups, including prevention of homelessness; and,**
- **Remove impediments to Fair Housing.**

Within the five year strategy itself more detailed strategies were outlined that addressed housing as a statewide concern. The first strategy was 'the preservation of existing housing and neighborhoods', which included the rehabilitation of existing homes, code enforcement and preservation of government-assisted housing projects. The second strategy was 'the reduction of housing costs' through such actions as housing development on surplus and under-utilized land, self-help construction and rehabilitation programs and eliminating duplicate environmental review procedures.

In 1999, the State issued the California Statewide Housing Plan Update. Key issues included: (1) the need for higher levels of housing construction to meet the State's housing needs; (2) renter and owner overpayment for housing; (3) the increase of overcrowding in portions of the State; (4) large portions of the affordable housing stock is 'at-risk' of being converted to market rate; and, (5) the housing needs of the homeless and temporary farm workers are not being met.

3.2 SCAG POLICIES

The Southern California Association of Governments (SCAG) is responsible for the development of regional housing policies for the six-county Southern California region. SCAG publishes a policy document called the Regional Comprehensive Plan and Guide (RCPG), which is designed as a guide for local governments that addresses regional issues and ways to satisfy state and federal requirements. The Housing Chapter of the RCPG outlines some housing goals and strategies that include:

- **Decent and affordable housing choices for all people** (housing choices should be relative to incomes in the local labor force, affordable housing for young and minority households);
- **Adequate supply and availability of housing** (reduce major components of new housing cost, financing and the need for funding, density as lower cost housing option);
- **Housing stock maintenance and preservation**; and,
- **Promote a mix of housing opportunities region-wide** (social equity and equal housing opportunity).

3.3 LOS ANGELES COUNTY HOUSING POLICIES

Los Angeles County adopted their Consolidated Plan in 1995. This document contains four goals to improve housing in the County, with each goal followed by a variety of strategies. These goals and strategies are important because they address the overall housing market of which Cerritos is a part. These goals and strategies include:

- **Housing production and acquisition** (Strategies: expanding the available supply of affordable housing, strengthening relationships with the non-profit housing development sector, increasing home ownership opportunities, expanding the supply of affordable housing through neighborhood revitalization efforts, and expanding the available supply of housing for the homeless and those persons with identified special needs);
- **Housing preservation and improvement** (Strategies: preserving existing housing units through rehabilitation, rehabilitation of affordable rental complexes, ensuring affordability of "at-risk" units, preventing neighborhood deterioration through code enforcement);
- **Housing assistance** (Strategies: utilize rent subsidy programs, continue assistance from the prevention of homelessness to a transition into home ownership, providing coordination of special needs assistance and providing emergency housing and financial assistance to special needs groups); and,
- **Minimize barriers to affordable housing** (Strategies: develop procedures that do not unduly constrain affordable housing development, encourage housing development with wide ranges of price to service all aspects of the County population, ensure housing is available to all persons, identify a number of action areas that will be investigated).

3.4 CERRITOS HOUSING ISSUES

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

- The City has been successful with many programs from the last element and Cerritos should continue these programs. Programs include: Density Bonus, Senior Housing Program, Reduced Development Fees, Homeless Shelter Program, City Wide Pride Program, Grant Program, Cerritos Code Enforcement Program and Substandard Property Abatement Program.

- The City had many programs within the last element that were appropriate toward the state housing goal, but were not effective. These programs can be improved through more effective actions. Programs that need improvement include: Shared Housing Program, Equal Housing Program, Simplified Residential Development Review Process, Deferred Rehabilitation Loans, Senior and Disabled Citizen Labor Assistance Program, One-for-One Replacement Housing Program (at-risk) and First-time Home Buyers Assistance Program.

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

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

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

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

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

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

3.5 CERRITOS HOUSING GOALS AND POLICIES

The goals and policies of the Housing Element provide the direction for the City's programs or actions. The goals and polices and subsequent programs or actions are formulated to address the existing and future housing needs of all segments of the community according to the state, regional and county framework, in concert with the City's housing needs, resources and constraints.

GOALS

The goals of the Cerritos Housing Element are as follows:

Goal 1: Encourage the provision of a wide range of housing types;

Goal 2: Promote the minimization of constraints on housing development;

Goal 3: Preserve and enhance the quality of the existing housing stock; and,

Goal 4: Provide opportunities for home ownership.

These goals have been adopted to establish the direction the City intends to take to address its housing issues.

POLICIES

Policy 1: Facilitate the development of housing for all household types, including special needs.

Policy 2: Provide incentives to affordable housing developers in the form of financial contributions, density bonus, land contributions, development standard flexibility and fee waivers.

Policy 3: Assist developers in the identification of suitable residential sites.

Policy 4: Support the development and enforcement of federal and state anti-discrimination laws.

Policy 5: Minimize permit and development review costs for affordable housing.

Policy 6: Promote flexibility in development standards for innovative developments.

Policy 7: Coordinate and cooperate with State, regional and local governments and agencies toward the attainment of the State housing goal.

Policy 8: Encourage the maintenance and repair of existing housing.

Policy 9: Maintain and expand residential grant program for low-income households and special needs groups.

Policy 10: Require the preservation of affordable housing, when possible.

Policy 11: Support neighborhood associations in the pursuit of City Wide Pride.

Policy 12: Encourage the conservation of natural resources and the reduction of energy conservation through the promotion of alternative energy sources.

Policy 13: Investigate the need for a lead-based paint and asbestos hazards reduction program and establish program, if needed.

Policy 14: Improve housing assistance for low and moderate income households to obtain homeownership.

Policy 15: Utilize public and private funds to assist first-time homebuyers.

Policy 16: Foster relationships with public and private agencies to increase first-time homebuyer opportunities.

ACTIONS

1. Density Bonus Program

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

Objective: Encourage the continued development of affordable housing.

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

Responsible Agency: Department of Community Development/Redevelopment Agency

Schedule: On-going

2. Single Family Housing Addition Program

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

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

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

Responsible Agency: Department of Community Development/Redevelopment Agency

Schedule: 2003

3. Large Family Housing Study

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

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

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

Responsible Agency: Department of Community Development/Redevelopment Agency

Time Frame: 2003

4. Shared Housing Program

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

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

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

Responsible Agency: Department of Community Development/Redevelopment Agency

Schedule: 2002

5. Officer/Fireman/Teacher/City Employees Next Door Homeowners Assistance Program

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

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

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

Responsible Agency: Community Development Department/Redevelopment Agency

Schedule: 2005

6. Equal Housing Program

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

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

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

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

Schedule: 2001

7. Homeless Shelter Program

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

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

Objective: Continued support of homeless special needs

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

Responsible Agency: Department of Community Development/Redevelopment Agency

Schedule: On-going

8. Senior and Disabled Citizen Labor Assistance Program

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

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

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

Responsible Agency: Department of Community Development/Redevelopment Agency

Schedule: 2002

9. Simplified Residential Development Review Process

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

Objective: Lessen governmental constraint for the development of housing.

Source of Funding: General Fund

Responsible Agency: Department of Community Development

Schedule: 2003

10. Review of Residential Development Fees

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

Objective: Lessen government constraint for the development of housing.

Source of Funding: General Fund

Responsible Agency: Department of Community Development

Schedule: 2003

11. Land Use Element Review Program

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

Objective: Maximize housing development on existing land.

Source of Funding: General Fund

Responsible Agency: Department of Community Development

Schedule: 2002

12. Multifamily Housing Program

Action: After the Land Use Element is updated and a site database of vacant or under-utilized land has been created, the Redevelopment Agency will identified appropriate sites for multifamily development. The City will then discuss with the owners of the identified sites, the possibility of the City acquiring the sites for future multifamily development. The zoning requirement of multifamily development being on no less than 3-acres of land will not apply to this Program. Specifically, since multifamily developments such as the Emerald Villas and Pioneer Villas Affordable Senior Housing Projects require the creation of unique development guidelines, standard Multifamily Residential (RM) zoning requirements are not applicable resulting in the creation of an Area Development Plan (ADP). Proposed multifamily housing projects that may be considered in addition to the 126 unit Emerald Villas, 98 units Pioneer Villas, and 155 units Chancellor Village projects include a for-rent development for teachers and/or students on the Cerritos Community College Campus and a for-sale senior housing project at the southeast corner of Carmenita Road and 183rd Street.

Objective: Construct affordable rental housing in Cerritos.

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

Responsible Agency: Department of Community Development/Redevelopment Agency

Schedule: 2003

13. Housing Element Review Program

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

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

Source of Funding: General Fund

Responsible Agency: Department of Community Development

Schedule: On-going

14. Redevelopment Set-aside Fund Transfers

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

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

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

Responsible Agency: Department of Community Development

Schedule: 2002

15. Regional Cooperation

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

Objective: Maximize regional cooperation in the region.

Source of Funds: General Fund

Responsible Agency: Department of Community Development

Schedule: 2001

16. Owner-occupied Housing Rehabilitation

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

Objective: Determine if program is needed in the community

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

Responsible Agency: Department of Community Development/Redevelopment Agency

Schedule: Need evaluation – 2002, Program implementation – 2004

17. City Wide Pride Program

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

Objective: Maintenance of existing housing stock

Source of Funding: General Fund

Responsible Agency: Department of Community Development
Schedule: On-going

18. Rehabilitation Rebate Program

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

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

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

Responsible Agency: Department of Community Development/Redevelopment Agency

Schedule: 2002

19. Cerritos Code Enforcement Program

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

Objective: Improve quality and prevent deterioration of existing neighborhoods.

Source of Funding: General Fund

Responsible Agency: Department of Community Safety and Services

Schedule: On-going

20. Sub-standard Property Abatement Program

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

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

Source of Funding: General Funds

Responsible Agency: Department of Community Development/Building Department

Schedule: On-going

21. At-risk Preservation

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

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

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

Responsible Agency: Department of Community Development

Schedule: 2005

22. Energy Conservation Program

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

Objective: Encourage the use of alternative energy sources.

Source of Funding: General Fund

Responsible Agency: Department of Community Development

Schedule: 2005

23. Lead-based Paint and Asbestos Reduction Program

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

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

Source of Funding: General Fund

Responsible Agency: Department of Community Development/Building Department

Schedule: Need evaluation – 2002, Program implementation – 2005

24. First-Time Home Buyers Assistance Program

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

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

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

Responsible Agency: Department of Community Development/Redevelopment Agency

Schedule: Need evaluation – 2001, Program implantation – 2003

25. Downtown Rebound Planning Grant

Action: Apply for a Downtown Rebound Planning Grant.

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

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

Responsible Agency: Department of Community Development/Redevelopment Agency

Schedule: Spring 2002

26. AB 1290 - Redevelopment Agency Implementation Plan

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

Objective: To evaluate the effectiveness of the Implementation Plan.

Source of Funding: Redevelopment Agency

Responsible Agency: Department of Community Development/Redevelopment Agency

Schedule: Ongoing

3.6 QUANTIFIED OBJECTIVES SUMMARY

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

TABLE 50
QUANTIFIED OBJECTIVES SUMMARY (1998-2005)

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

ATTACHMENTS

ATTACHMENT 1 - HOUSING ELEMENT DISTRIBUTION LIST

Adjacent Cities and County

City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

City of Lakewood
5050 N. Clark
Lakewood, CA

City of Norwalk
12700 Norwalk Boulevard
Norwalk, CA 90650

City of Buena Park
6650 Beach Boulevard
Buena Park, CA 90620

City of La Palma
7822 Walker Avenue
La Palma, CA 90620

City of Bellflower
16600 Civic Center Drive
Bellflower, CA 90706

City of Artesia
18747 Clarkdale Avenue
Artesia, CA 90701

City of Cypress
5275 Orange Ave.
Cypress, CA 90630

Los Angeles County
Regional Planning Department
Room 1390, Hall of Records
Los Angeles, CA 90012

Orange County
300 North Flower
Santa Ana, CA

Non-profit Housing Organizations

Los Angeles County Housing Authority
2 Coral Cr.
Monterey Park, CA 91755

A Community of Friends
3345 Wilshire Blvd., Ste. 100
Los Angeles, CA 90010

Access Community Housing, Inc.
2250 E. Imperial Highway, #200
El Segundo, CA 90245

Affordable Homes
P.O. Box 900
Avilla Beach, CA 93424

BUILD Leadership Development Inc.
1280 Bison, Ste. B9-200
Newport Beach, CA 92660

Century Housing Corporation
300 Corporate Pointe, Ste. 500
Culver City, CA 90230

Community Partnership Development Corporation
7225 Cartwright Ave.
Sun Valley, CA 91352

Community Rehabilitation Services, Inc.
4716 Cesar E. Chavez Ave.
Los Angeles, CA 90022

FAME Housing Corporation
2248 S. Hobart Blvd.
Los Angeles, CA 90018

Foundation for Quality Housing Opportunities, Inc.
4640 Lankershim Blvd., #204
North Hollywood, CA 91602

Hope-Net
760 S. Westmoreland Ave.
Los Angeles, CA 90005

Housing Corporation of America
31423 Coast Highway, Ste. 7100
Laguna Beach, CA 92677

Jamboree Housing Corporation
2081 Business Center Dr., #216
Irvine, CA 92612

Los Angeles Housing Partnership, Inc.
515 S. Figueroa St., Ste. 940
Los Angeles, CA 90071

Pico Union Housing Corporation
1345 S. Toberman
Los Angeles, CA 90015

Shelter for the Homeless
15161 Jackson St.
Midway City, CA 92655

Skid Row Housing Trust
1317 E. 7th Street
Los Angeles, CA 90021

Southern California Housing Development Corporation
8265 Aspen Street, Ste. 100
Rancho Cucamonga, CA 91730

Various Service providers

Cerritos Senior Center
12340 South St.
Cerritos, CA 90703

Su Casa Family Crisis and Support Center
P.O. Box 998
Artesia, CA

ABC Unified School District
Mr. Tahir Ahad
16700 Norwalk Blvd.
Cerritos, CA 90703

Greater Los Angeles County
Vector Control District

12545 Florence Avenue
Santa Fe Springs, CA 90670-3919

Metro Water District
Mr. Mark Mendoza
P.O. Box 54153
Los Angeles, CA 90054

Southern California Edison
Rodger Haley, Regional Manager
2800 E. Willow St.
Long Beach, CA 90806

County of Los Angeles
Department of Public Works-Sewer Maintenance
Ninth Floor, P.O. Box 1460

Cerritos Towne Center Chevron
Mr. James Mieras
17255 Bloomfield Ave.
Cerritos, CA 90703

Bellflower Unified School District
16703 S. Clark Ave.
Bellflower, CA 90706

County of Los Angeles
Sanitation District
P.O. Box 4998
Whittier, CA 90607

Consolidated Sewer Maintenance
County Engineer
P.O. Box 1460
Alhambra, CA 91802

California Department of Transportation
120 S. Spring Street
Los Angeles, CA 90012

Four Corners Pipe Line Company
5900 Cherry Ave.
Long Beach, CA 90805

Artesia Cemetery District
Joyce Yeuter, Secretary

P.O. Box 728
Artesia, CA 90702-0728

Los Angeles County Fire Department
Fire Prevention Division, Water Access Section
5823 Rickenbacker Road

Cerritos Community College
11110 Alondra Blvd.
Norwalk, CA 90650

Water Replenishment
Bob Campbell
12621 E. 166th Street
Cerritos, CA. 90703

Local Government Services
P.O. Box 10448
Arlington, VA 22210-1448

Southern California Gas Company
1919 S. State College Boulevard
Anaheim, CA 92806-6114

Classic Estates
Gail Wade
13217 South Street
Cerritos, CA 90703

ATTACHMENT 2 – HOMELESS INFORMATION CONTACT LIST

Su Casa Shelter
P.O. Box 998
Artesia, CA
(562) 402 7081

Rio Hondo Emergency Shelter
Norwalk, CA
(562) 863 8805

Los Angeles Homeless Services Authority
548 E. Spring Street, Ste. 400
Los Angeles, CA 90013
(213) 683 3333

Shelter Partnership, Inc.
523 West 6th Street, Ste. 616
Los Angeles, CA 90014
(213) 688 2188

City of Cerritos
18125 Bloomfield Avenue
Cerritos, CA 90703
(562) 916 1201

Cerritos Sheriff Department
18325 Bloomfield Avenue
Cerritos, CA 90703
(562) 860 0044

Cerritos Valley Help Center
11801 183rd Street
Artesia, CA
(562) 402 6338

Los Cerritos YMCA
18730 Clarkdale Avenue
Artesia, CA 90701
(562) 925 1292

Salvation Army
11723 Firestone Boulevard
Norwalk, CA 90650
(562) 863 1893

St. John Lutheran Church
18422 Bloomfield Avenue
Cerritos, CA
(562) 865 5646

Holy Family Catholic Church
18708 S. Clarkdale Avenue
Artesia, CA
(562) 865 2185

Artesia-Cerritos Unified Methodist Church
18523 S. Arline Avenue
Artesia, CA
(562) 860 1309